

Municipal Clerk's Office
Amended and Approved
Date: **November 22, 2022**

Submitted by: Assembly Members Volland,
Cross, and Dunbar
Prepared by: Planning Department
Reviewed by: Department of Law and
Assembly Counsel's Office
For reading: November 22, 2022

ANCHORAGE, ALASKA
AO No. 2022-80(S), As Amended

1 **AN ORDINANCE OF THE ANCHORAGE MUNICIPAL ASSEMBLY AMENDING**
2 **ANCHORAGE MUNICIPAL CODE TITLE 21 CHAPTERS 21.04, ZONING**
3 **DISTRICTS; 21.07, DEVELOPMENT AND DESIGN STANDARDS; 21.11,**
4 **DOWNTOWN; 21.15, RULES OF CONSTRUCTION AND DEFINITIONS, AND**
5 **AMENDING ANCHORAGE MUNICIPAL CODE OF REGULATIONS SECTION**
6 **21.20.007, SCHEDULE OF FEES, IN ORDER TO AMEND THE OFF-STREET**
7 **PARKING AND SITE ACCESS DEVELOPMENT STANDARDS AND ACHIEVE**
8 **COMPREHENSIVE PLAN GOALS FOR INFILL AND REDEVELOPMENT,**
9 **HOUSING, AND ACCESSIBLE LAND USE.**

10
11 (Planning and Zoning Commission Case No. 2022-0026)

12
13 **WHEREAS, a thriving city is a place full of people, that has a strong**
14 **economy, a diverse transportation network everyone can safely use, and an**
15 **attractive environment of buildings, public spaces, and natural features; and**
16

17 **WHEREAS, surface parking lots have become a large portion of our city's**
18 **total land area as the city's footprint continues to grow, leaving more of our**
19 **land covered in asphalt and reducing available area for housing,**
20 **development, and green spaces; and**
21

22 **WHEREAS,** the *Anchorage 2040 Land Use Plan (2040 Plan)* assesses the
23 housing and employment needs of current and future Anchorage residents and
24 includes **a vision**, goals, policies, and actions to address these needs; and
25

26 **WHEREAS,** Goal 3 of the *2040 Plan* establishes Anchorage's commercial centers
27 and corridors as the places to accommodate new business growth and mixed-use
28 housing opportunities through infill and redevelopment in a more efficiently-
29 **developed**, walkable **community**~~[development pattern]~~; and
30

31 **WHEREAS,** Goal 4 of the *2040 Plan* establishes Anchorage's neighborhoods as
32 the places to provide a range of additional housing opportunities, meeting the
33 housing needs of residents of all income levels and household types; and
34

35 **WHEREAS,** off-street parking **minimums** and driveway access standards are
36 often the costliest and most land-consuming zoning requirements for multi-unit
37 housing, mixed-use, and business developments; and
38

39 **WHEREAS,** minimum parking requirements~~[, where they exceed forecast~~
40 **parking utilization,** are a barrier to the development of a range of housing types
41 and businesses **and hinder adaptive re-use of existing buildings**; and

1
2 **WHEREAS, [wider than necessary site access driveway and vehicle**
3 **circulation aisle requirements combined with i]** inadequate treatment of
4 pedestrian and bicyclist site access needs also impact the cost and range of
5 housing types and business developments, and choices for travel mode; and
6

7 **WHEREAS,** Action 4-3 of the *2040 Plan* calls for amendments to Title 21 to allow
8 parking reductions by right for residential uses and to offer greater parking
9 reductions in key development areas; and
10

11 ~~**[WHEREAS, Action 4-6 of the 2040 Plan calls for amendments to Title 21 for**~~
12 ~~**internal site circulation for vehicles and private lanes for compact infill**~~
13 ~~**housing; and]**~~
14

15 ~~**[WHEREAS, the 2040 Plan as well as neighborhood and district plans**~~
16 ~~**recognize traditional urban neighborhoods and transit-supportive**~~
17 ~~**development corridors in certain parts of the Anchorage Bowl as having**~~
18 ~~**stronger street grid patterns, greater access to public transit and sidewalks,**~~
19 ~~**lower rates of car ownership and parking utilization, and shorter distances**~~
20 ~~**between trip destinations, which merit alternative parking, driveway, and**~~
21 ~~**form-based regulations tailored to their urban contexts; and]**~~
22

23 **WHEREAS,** the *Metropolitan Area Transportation Solutions (AMATS) 2040*
24 *Metropolitan Transportation Plan* sets forth policies and actions under Goal 3 to
25 develop an efficient multi-modal transportation system to reduce congestion,
26 promote accessibility, and improve system reliability, including Action 3E-5 to
27 pursue parking strategies that support multi-modal transportation options; and
28

29 **WHEREAS,** the *AMATS Non-Motorized Plan (2022)* calls for short-term and long-
30 term bicycle parking spaces and provides recommendations for their design and
31 location; and
32

33 **WHEREAS,** neighborhood and district plans support amending Title 21 parking
34 and site access regulations, including but not limited to the *Spenard Corridor Plan*
35 Policies 5.28, 5.29, 5.30, and 5.32 for flexible parking requirements, compact
36 parking design, parking management solutions, and shared parking to create
37 efficiencies to further redevelopment and investment goals; and the *Fairview*
38 *Neighborhood Plan* Strategy 3.2 to reduce required on-site parking; and
39

40 **WHEREAS,** amending Title 21 to remove~~**[streamline approvals for**~~
41 ~~**administrative parking reductions from]**~~ the requirement to provide a
42 minimum number of parking ~~**[required]**~~ spaces ~~**[and expand the menu of**~~
43 ~~**available parking reduction strategies,]**~~ will provide ~~**[more]**~~ flexibility, allow
44 builders to determine parking needs based on market demand, reduce costs,
45 and make it easier to build~~**[facilitate]**~~ developments with efficient, compact site
46 plans that balance site access for motorists, pedestrians, and bicyclists in context
47 with the surrounding neighborhood; and
48

49 ~~**[WHEREAS, amending Title 21 to replace five existing area-specific**~~

~~administrative parking reductions with by-right lower minimum parking requirements in urban neighborhood contexts near Downtown and transit-supportive development corridors will allow for more efficient land use, more flexibility to meet market demand, and more choice for parking management strategies in these key areas; and]~~

~~[WHEREAS, amending multifamily residential driveway access and circulation requirements will facilitate development within urban contexts that is true to neighborhood character and desired outcomes; and]~~

~~[WHEREAS, the Planning Department received and incorporated public comments on the policy direction before writing the proposed Title 21 text amendments, received and incorporated comments on the drafts of the proposed Title 21 amendments, maintained a webpage covering the proposed Title 21 amendments that included an online questionnaire, and project information and presentations; and]~~

WHEREAS, the Planning Department received and incorporated feedback from dozens of consultations and public meetings with the general public, private-sector development experts, design/architectural professionals, business organizations, neighborhoods, public agencies, and municipal committees and commissions; and

WHEREAS, this Substitute (S) version of AO 2022-80 is the result of a working group process initiated by Assembly members and including the municipal Planning Department in careful consideration of public, agency, and developer concerns regarding the draft ordinance; now, therefore,

THE ANCHORAGE ASSEMBLY ORDAINS:

Section 1. Anchorage Municipal Code Chapter 21.04, Zoning Districts, is hereby amended to read as follows (*the remainder of the chapter is not affected and therefore not set out*):

21.04.020 Residential Districts

*** **

H. *R-3A: Residential Mixed-Use District.*

*** **

2. District-Specific Standards

*** **

[E. *REDUCED PARKING RATIOS.* DEVELOPMENT IN THE R-3A DISTRICT SHALL BE ELIGIBLE FOR A REDUCTION OF THE MINIMUM NUMBER OF PARKING SPACES, AS PROVIDED IN SUBSECTION 21.07.090F.6.]

e[F]. *Enhanced* [street] sidewalk option[OPTION]. An enhanced [street]sidewalk environment[ENVIRONMENT] may be provided in lieu of required sidewalks and side perimeter landscaping, as provided in 21.07.060F.16~~[G.19]~~[F.17].

f[G]. *Building height increases.*
*** *** ***

g[H]. *Neighborhood protections.*
*** *** ***

J. *R-4A: Residential Mixed-Use District.*
*** *** ***

2. District-Specific Standards
*** *** ***

[D. *REDUCED PARKING RATIOS. DEVELOPMENT IN THE R-4A DISTRICT SHALL BE ELIGIBLE FOR A REDUCTION OF THE MINIMUM NUMBER OF PARKING SPACES, AS PROVIDED IN SUBSECTION 21.07.090F.6.]*

d[E]. *Building height increase.*
*** *** ***

(AO 2012-124(S), 2-26-13; AO No. 2015-100, § 1, 10-13-15; AO No. 2017-176, § 3, 1-9-18; AO No. 2019-58, § 2, 5-7-19)

21.04.030 Commercial districts.
*** *** ***

G. *Standards for Mixed-Use Development in the B-1A and B-1B Districts.*
*** *** ***

[5. *REDUCED PARKING RATIOS. THE DEVELOPMENT IS ELIGIBLE FOR A REDUCTION OF UP TO FIVE PERCENT OF THE MINIMUM NUMBER OF PARKING SPACES, AS PROVIDED IN SUBSECTION 21.07.090F.6.]*

5[6]. *Enhanced [street] sidewalk option[OPTION]. An enhanced [street-]sidewalk environment[ENVIRONMENT] may be provided in lieu of required sidewalks and side perimeter landscaping, as provided in 21.07.060F.16~~[G.19]~~[F.17].*

(Note to Code Revisor: Subsection 7 below, which was shown as deleted in AO 2022-80, is being restored to its current code language and re-numbered to Subsection 6 in the S-Version.)

6. Building placement and orientation. Buildings should be placed and oriented to the street, lining sidewalks and public spaces with frequent shops, entrances, windows with interior views, and articulated ground-level facades. The following standards apply:

a. Buildings shall have visual access windows and/or primary entrances on street-facing building elevations (up to a maximum of two elevations) for at least 15 percent of the non-residential ground floor wall area. Qualifying

windows shall be no more than four feet above finished grade. Windows shall comprise at least ten percent of the wall area of the upper floor building elevation (above the ground floor). Exterior wall areas of building mechanical rooms are exempt. An elevation that is more than 150 feet away from the facing street shall be exempt, unless it is the only applicable elevation.

b. Either:

i. Provide at least one primary entrance within 60 feet of a street sidewalk, or 90 feet for buildings over 25,000 square feet of gross floor area, and connected to the street by a clear and direct walkway; or

ii. Provide a prominent and inviting primary entrance that is visible from the street, connected by a direct walkway to the street, and highlighted by two of the following:

(A) Portico, overhang, canopy, or similar permanent feature projecting from the wall;

(B) Recessed and/or projected entrance that covers at least 80 square feet;

(C) Arches, peaked roof forms, terracing parapets, or other change of building roofline;

(D) Changes in siding material, or detail features such as tilework, to signify the entrance; or

(E) Entrance plaza, patio, or similar common private open space.

c. Buildings shall comply with the maximum setbacks established in Section 21.06.020, Tables of Dimensional Standards, and subsection 21.06.030C.5. The maximum setback may be reduced or eliminated with the concurrence of the director.

[7. *BUILDING PLACEMENT AND ORIENTATION.* BUILDINGS SHOULD BE PLACED AND ORIENTED TO THE STREET, LINING SIDEWALKS AND PUBLIC SPACES WITH FREQUENT SHOPS, ENTRANCES, WINDOWS WITH INTERIOR VIEWS, AND ARTICULATED GROUND-LEVEL FACADES. THE FOLLOWING STANDARDS APPLY:

1
2 A. BUILDINGS SHALL HAVE VISUAL ACCESS
3 WINDOWS AND/OR PRIMARY ENTRANCES ON
4 STREET-FACING BUILDING ELEVATIONS (UP TO
5 A MAXIMUM OF TWO ELEVATIONS) FOR AT
6 LEAST 15 PERCENT OF THE NON-RESIDENTIAL
7 GROUND FLOOR WALL AREA. QUALIFYING
8 WINDOWS SHALL BE NO MORE THAN FOUR FEET
9 ABOVE FINISHED GRADE. WINDOWS SHALL
10 COMPRISE AT LEAST TEN PERCENT OF THE
11 WALL AREA OF THE UPPER FLOOR BUILDING
12 ELEVATION (ABOVE THE GROUND FLOOR).
13 EXTERIOR WALL AREAS OF BUILDING
14 MECHANICAL ROOMS ARE EXEMPT. AN
15 ELEVATION THAT IS MORE THAN 150 FEET AWAY
16 FROM THE FACING STREET SHALL BE EXEMPT,
17 UNLESS IT IS THE ONLY APPLICABLE
18 ELEVATION.

19
20 B. EITHER:

21 I. PROVIDE AT LEAST ONE PRIMARY
22 ENTRANCE WITHIN 60 FEET OF A STREET
23 SIDEWALK, OR 90 FEET FOR BUILDINGS
24 OVER 25,000 SQUARE FEET OF GROSS
25 FLOOR AREA, AND CONNECTED TO THE
26 STREET BY A CLEAR AND DIRECT
27 WALKWAY; OR

28
29 II. PROVIDE A PROMINENT AND INVITING
30 PRIMARY ENTRANCE THAT IS VISIBLE
31 FROM THE STREET, CONNECTED BY A
32 DIRECT WALKWAY TO THE STREET, AND
33 HIGHLIGHTED BY TWO OF THE
34 FOLLOWING:

35
36 (A) PORTICO, OVERHANG, CANOPY, OR
37 SIMILAR PERMANENT FEATURE
38 PROJECTING FROM THE WALL;

39 (B) RECESSED AND/OR PROJECTED
40 ENTRANCE THAT COVERS AT LEAST
41 80 SQUARE FEET;

42 (C) ARCHES, PEAKED ROOF FORMS,
43 TERRACING PARAPETS, OR OTHER
44 CHANGE OF BUILDING ROOFLINE;

45 (D) CHANGES IN SIDING MATERIAL, OR
46 DETAIL FEATURES SUCH AS
47 TILEWORK, TO SIGNIFY THE
48 ENTRANCE; OR

(E) ENTRANCE PLAZA, PATIO, OR
SIMILAR COMMON PRIVATE OPEN
SPACE.

C. BUILDINGS SHALL COMPLY WITH THE MAXIMUM
SETBACKS ESTABLISHED IN SECTION 21.06.020,
TABLES OF DIMENSIONAL STANDARDS, AND
SUBSECTION 21.06.030C.5. THE MAXIMUM
SETBACK MAY BE REDUCED OR ELIMINATED
WITH THE CONCURRENCE OF THE DIRECTOR.]

H. *Standards for Mixed-Use Development in the B-3 District.*

**3. Building Placement and Orientation. Buildings are
subject to the building placement and orientation
standards for mixed-use development in the B-1A/B-1B
districts in subsection 21.04.030G.6. above.**

[3. BUILDING PLACEMENT AND
ORIENTATION. BUILDINGS ARE SUBJECT TO THE
BUILDING PLACEMENT AND ORIENTATION
STANDARDS FOR MIXED-USE DEVELOPMENT IN THE
B-1A/B-1B DISTRICTS IN SUBSECTION 21.04.030G.7.
ABOVE.]

[4. REDUCED PARKING RATIOS. THE DEVELOPMENT IS
ELIGIBLE FOR A REDUCTION OF UP TO FIVE PERCENT
OF THE MINIMUM NUMBER OF PARKING SPACES, AS
PROVIDED IN SUBSECTION 21.07.090F.6.]

4[5]. Enhanced ~~[street]~~ sidewalk option[OPTION]. An enhanced
~~[street]~~sidewalk environment[ENVIRONMENT] may be
provided in lieu of required sidewalks and side perimeter
landscaping, as provided in 21.07.060F.16[G.19][F.17].

(AO 2012-124(S), 2-26-13; AO 2013-117, 12-3-13; AO No. 2017-58, § 1,
4-11-17; AO No. 2019-11, § 2, 2-12-19)

21.04.070 Overlay Zoning Districts.

C. *Commercial Center Overlay.*

[4. REDUCED PARKING RATIOS. INSTEAD OF THE FIVE
PERCENT REDUCTION PROVIDED IN SUBSECTIONS
21.04.030G. AND H., ANY USE IS ELIGIBLE FOR A
REDUCTION OF UP TO 10 PERCENT OF THE MINIMUM
NUMBER OF PARKING SPACES, AS PROVIDED IN
SUBSECTION 21.07.090F.6.]

4[5]. *Uses prohibited.*
*** *** ***

5[6]. *Dimensional standards.*

a. The minimum front setback is reduced to five feet for building elevations that comply with 21.04.030G.7., Building Placement and Orientation.[A. THE MINIMUM FRONT SETBACK IS REDUCED TO FIVE FEET FOR BUILDING ELEVATIONS THAT COMPLY WITH 21.04.030G.7., BUILDING PLACEMENT AND ORIENTATION.]

b.[B.] Uses in the B-1B district are exempt from the gross floor area limitations of subsection 21.04.030C.2.b., provided that an individual use occupies no more than 60,000 square feet of gross floor area.

6[7]. *Building entrances.*
*** *** ***

7[8]. *Sidewalks and walkways.*
*** *** ***

(AO 2012-124(S), 2-26-13; AO 2013-117, 12-3-13)

~~[Section 2. Anchorage Municipal Code Chapter 21.07, Development and Design Standards, is hereby amended by adding a new Section 21.07.015, Neighborhood Development Context Areas, to read as follows (the remainder of the chapter is not affected and therefore not set out):~~

~~21.07 Development and Design Standards~~
~~*** *** ***~~

~~21.07.015 Neighborhood Development Context Areas.~~

~~A. Purpose. This section establishes Neighborhood Development Context Areas that reflect the existing and desired characteristics of Anchorage's older, urban neighborhoods as identified in the Comprehensive Plan. The Neighborhood Development Context Areas are distinguished from one another and suburban parts of the Anchorage Bowl by their physical and functional characteristics such as: street, alley, and block patterns; building placement; how buildings and structures relate to surrounding buildings and streets; the diversity, distribution, and intensity of land uses; and availability of transportation access alternatives such as pedestrian facilities and public transportation. The areas mapped in this section provide the basis for development regulations tailored to the unique characteristics and strengths of these neighborhoods and fulfill their role as recommended in the Comprehensive~~

~~Plan. These areas are provided relief from some generally applicable development and design standards in this chapter 21.07 because of their unique characteristics.~~

B. Applicability

~~1. The neighborhood development context areas in this section apply as a basis for area-specific development standards in this chapter 21.07.~~

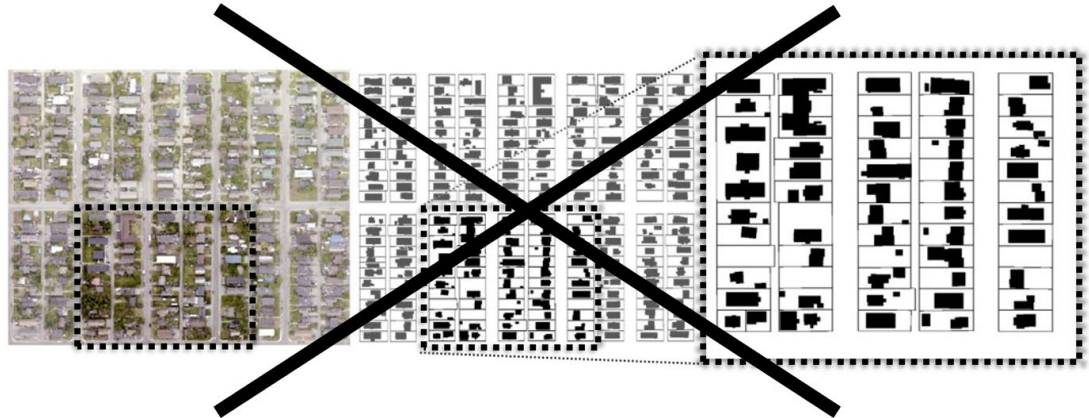
~~2. The neighborhood development context areas in this section shall not be used as a basis to change the allowed uses or review and approval procedures of the underlying zoning district, district-specific dimensional standards, or any other standards of this title besides the development and design standards of chapter 21.07.~~

~~3. The department shall provide and maintain maps showing the boundaries of the neighborhood development context areas at the parcel scale, in this title and in a publicly accessible location.~~

C. Neighborhood Development Context Areas Established. ~~The following neighborhood development context areas are established and delineated in maps 21.07-1 through 21.07-4 in subsection 21.07.015D. Each subsection below is organized to describe general character: street, block, and access patterns; building placement and location; and mix of uses. The descriptions below are intent statements providing a basis for area-specific development standards elsewhere in this chapter 21.07.~~

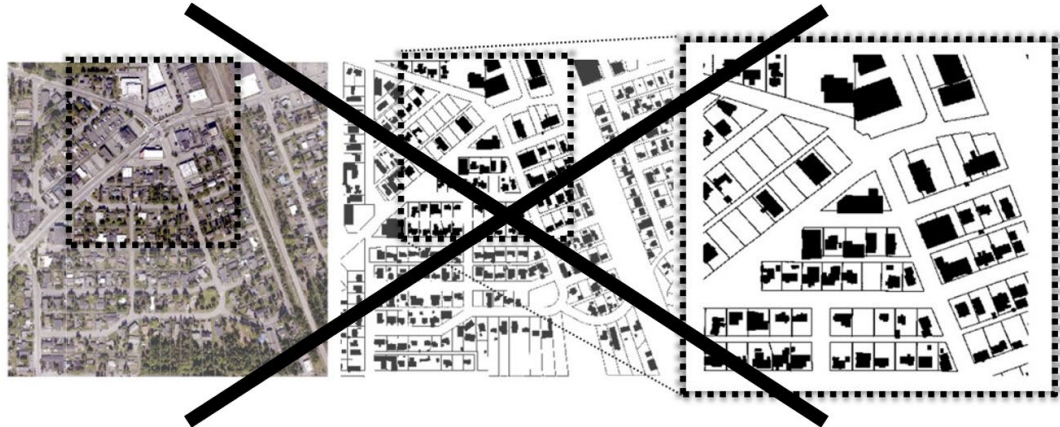
1. Traditional Urban Neighborhood Context.

~~The traditional urban neighborhood context includes Anchorage's original urban neighborhoods, such as Government Hill, South Addition, Fairview, and Mountain View. These neighborhoods are identified by the Comprehensive Plan, Land Use Plan Map as Traditional Neighborhood Design areas. Properties within the Downtown (DT) zoning districts are not included because they are addressed in chapter 21.11. Traditional urban neighborhood contexts feature a regular street grid of city blocks, which provide pedestrian and vehicular connections at frequent, regular intervals. Block and lot sizes are small and block shapes are consistent and often the same size. Sidewalks are present on most streets, with few exceptions such as in western Government Hill. There is a consistent presence of alleys. Buildings and residences typically have moderate front setbacks and orient to the street, with landscaping or pedestrian access comprising a majority of the frontage. Parking tends to be located to the side or rear of buildings. There is a balance of pedestrian, bicycle, public transit, and automobile reliance.~~



2. Edge Urban Neighborhood Context.

~~The edge urban neighborhood context includes properties generally identified in the Comprehensive Plan, Land Use Plan Map, as traditional neighborhood design areas in Anchorage's post-war era (1950s-1960s) neighborhoods, such as Spenard, North Star, Midtown, Rogers Park, Airport Heights, Russian Jack Park, and University Area. Parts of South Addition, Fairview, and other neighborhoods also match this context. Edge urban neighborhoods feature a variety of interconnected street systems with smaller lot and block sizes than later subdivisions in more suburban parts of the Anchorage Bowl. Some edge urban areas feature a regular street grid of city blocks and others have a more relaxed and irregular street grid. Some neighborhoods have alleys and sidewalks. Buildings typically have moderate to somewhat deeper front setbacks. Buildings tend to orient toward the public street, although some front setbacks are deep enough to allow for a mix of landscaping and parking. Some edge urban neighborhood context areas include transit-supportive development corridors with elevated levels of public transportation service and enhanced pedestrian facilities.~~

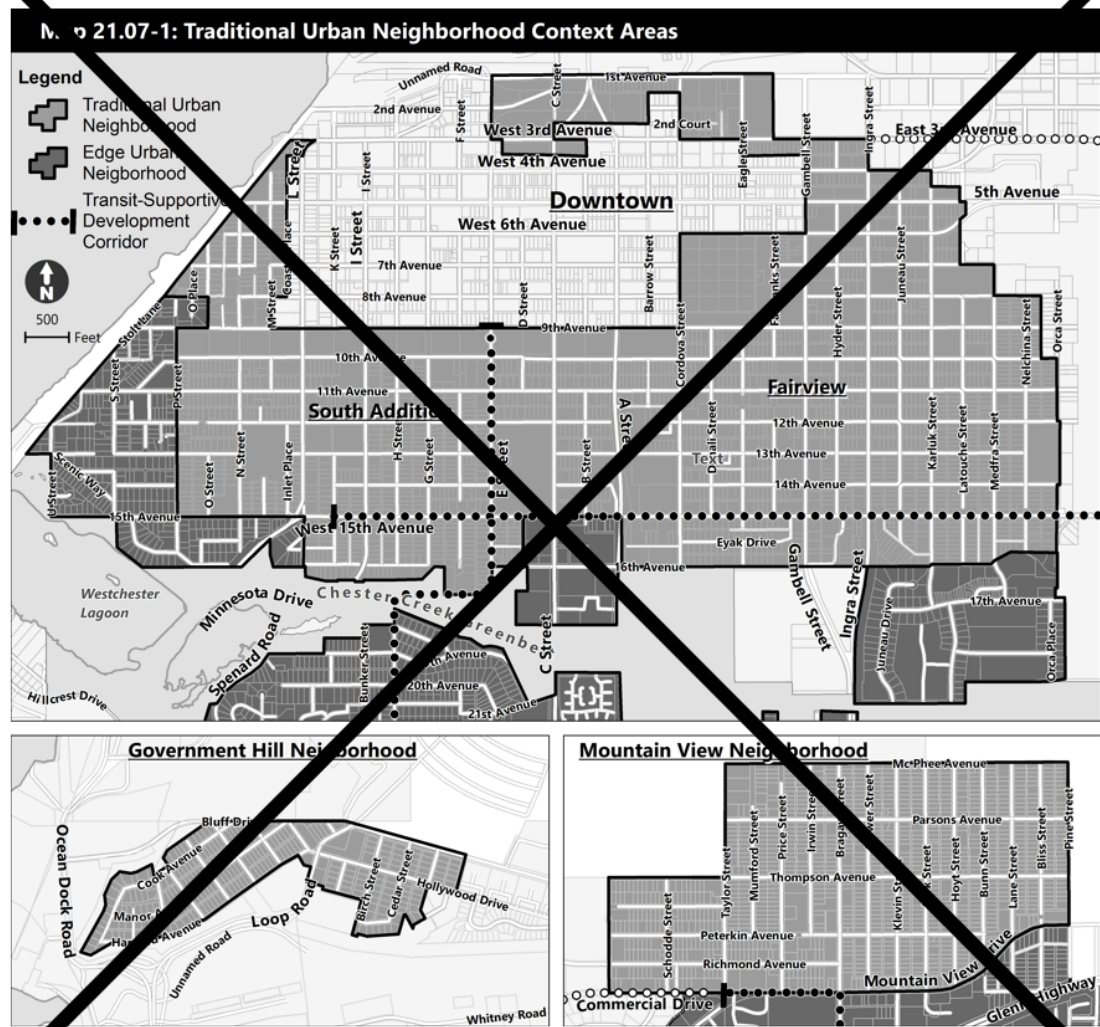


1 3. ~~Transit-Supportive Development Corridors.~~
2 ~~Transit-supportive development corridors designated by~~
3 ~~the Comprehensive Plan extend through and outward~~
4 ~~from the edge urban neighborhood contexts. Transit-~~
5 ~~supportive development corridors are a half-mile wide,~~
6 ~~extending ¼ mile (approximately 5 to 10 minutes walking~~
7 ~~distance) on each side of the public transit route. These~~
8 ~~corridors feature a compact, pedestrian-friendly pattern~~
9 ~~of land use development. These corridors have elevated~~
10 ~~levels of municipal public transportation service with~~
11 ~~frequent headways between buses and higher ridership~~
12 ~~demand. These transit routes connect local and regional~~
13 ~~town centers, city centers, and other service/employment~~
14 ~~centers, such as the UMED District.~~

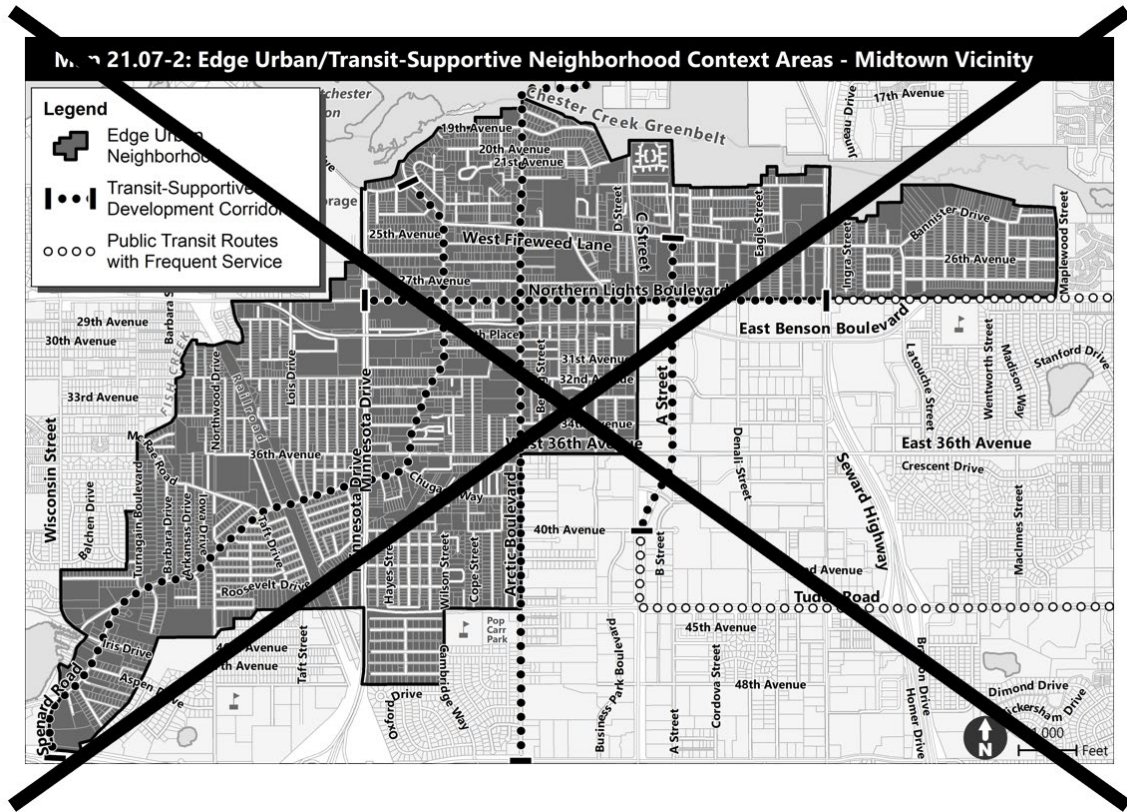
15
16 D. ~~Neighborhood Context Area Boundaries.~~

17
18 1. ~~The boundaries of the neighborhood development~~
19 ~~context areas are established in maps 21.07-1 through~~
20 ~~21.07-4.~~

21
22 2. ~~The transit-supportive development corridors on maps~~
23 ~~21.07-2, 21.07-3, and 21.07-4 shall include all properties~~
24 ~~wholly or partially within ¼ mile of the street right-of-way~~
25 ~~centerline of the linear transit corridor feature shown on~~
26 ~~the map, except that: where a transit-supportive~~
27 ~~development corridor overlaps with a traditional urban or~~
28 ~~edge urban neighborhood context area, the traditional~~
29 ~~urban or edge urban neighborhood regulations of this~~
30 ~~title shall govern.]~~



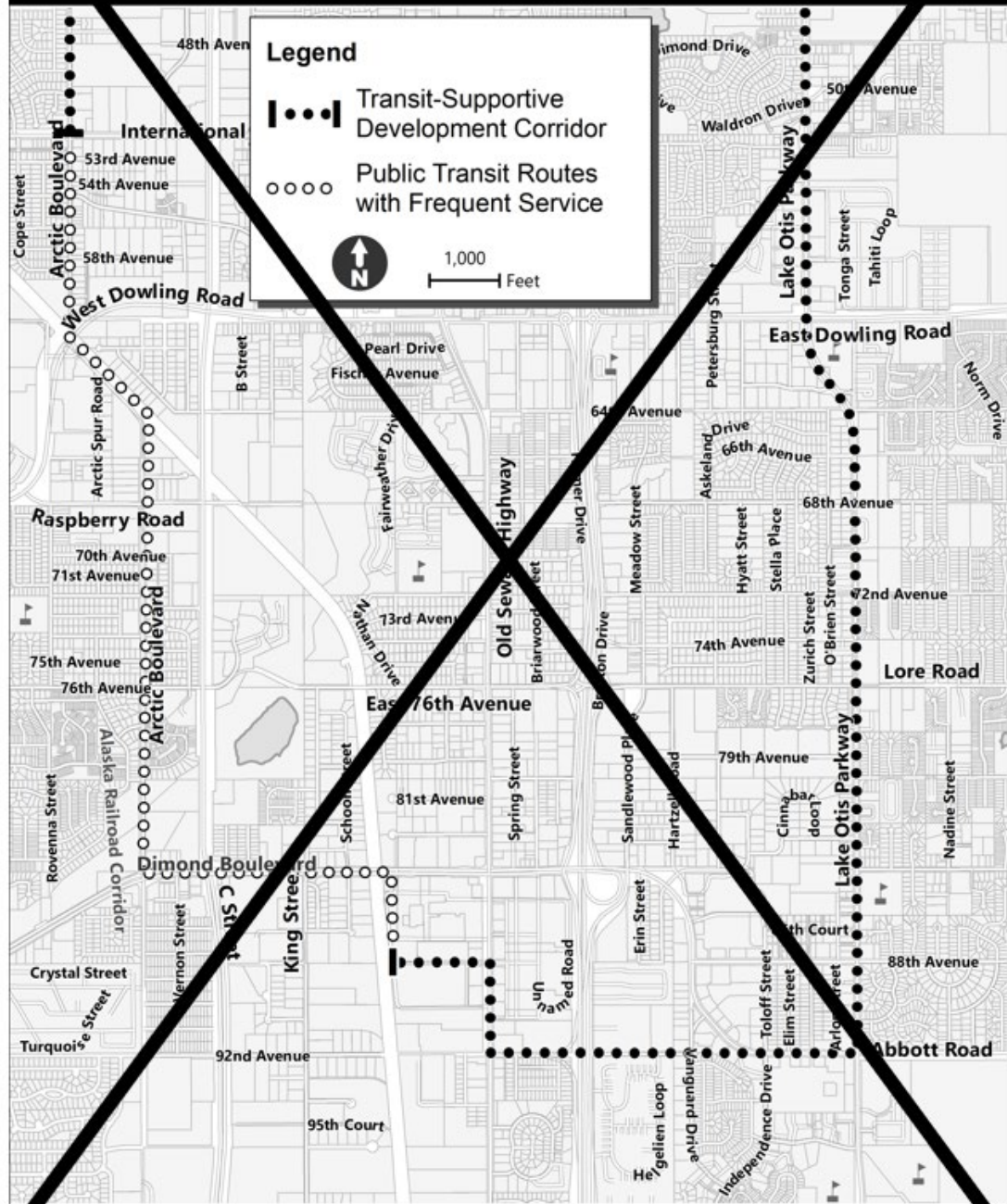
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2
3



Map 21.07-4: Transit-Supportive Development Corridor - Lake Otis/Abbott/92nd



1
2
3
4
5
6

*** *** ***

Section 2[3]. Anchorage Municipal Code Chapter 21.07, Development and Design Standards, is hereby amended to read as follows (*the remainder of the chapter is not affected and therefore not set out*):

21.07 Development and Design Standards

*** **

21.07.060 Transportation and Connectivity

*** **

(Note to Code Revisor: All amendments to subsection 21.07.060E. in AO 2022-80 are reversed by this S-Version to retain the current adopted code language of this subsection, as shown below.)

E. Standards for Pedestrian Facilities.

*** **

2. Sidewalks.

a. All sidewalks shall be designed to comply with the standards of the Design Criteria Manual (DCM) and Municipality of Anchorage Standard Specifications (MASS) ~~and shall be improved in accordance with subsection 21.08.050H~~.

b. ~~Street improvement projects and new streets in subdivisions i~~ In all class A zoning districts except for industrial districts, ~~shall install~~ sidewalks ~~shall be installed~~ [SHALL BE INSTALLED] on both sides of all streets (local, collector, arterial, public or private, including loop streets). Where indicated in the comprehensive plan, a pathway may replace a sidewalk on one side. ~~Street improvement projects i~~ In industrial zoning districts, ~~shall install~~ a sidewalk ~~shall be installed~~ [SHALL BE INSTALLED] on one side of all local streets, and on both sides of local streets if the new sidewalks would connect to existing sidewalks on both ends and the needed sidewalk length is no greater than one quarter mile.

*** **

f. Development on lots along existing streets in class A zoning districts shall install sidewalks ~~on all lot frontages abutting streets~~ in the following situations:

i. In R-4, R-4A, commercial districts [DISTRICTS], and DT zoning districts.

*** **

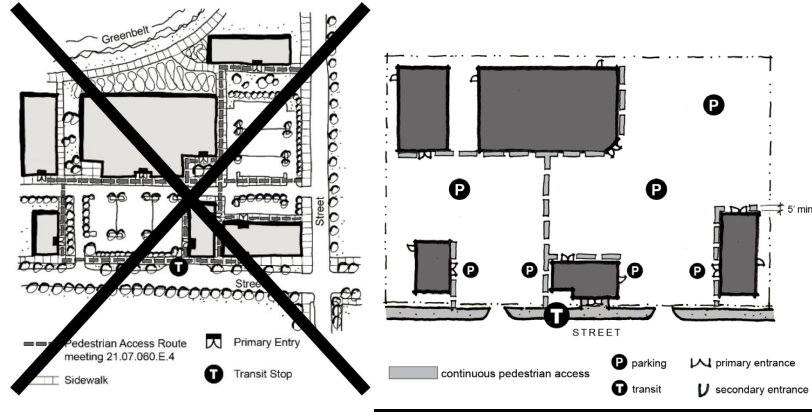
4. On-site pedestrian walkways.

*** **

b. On-site pedestrian connections.

*** **

- ii. All primary building entrances on a site shall be connected to the street by a convenient system of walkways. This includes multiple primary entrances into one building, and primary entrances in separate buildings on a site.



(Note to code revisor: Delete new illustration from AO 2022-80 at left and retain current adopted illustration at right.)

*** **

- ~~iv. The primary front entrance of a residential dwelling shall be connected to the street by a walkway as provided in i. through ii. above, or by the dwelling's individual driveway, or by a shared parking courtyard meeting 21.07.060G.20.]~~

- c. Walkway clear width~~[and improvements]~~.

- ~~i. Walkway clear width.]~~ The minimum width of a required pedestrian walkway shall be five feet of unobstructed clear width, ~~excluding vehicular overhang,~~ [EXCLUDING VEHICULAR OVERHANG,] except where otherwise stated in this title. A walkway that provides access to no more than four residential dwelling units may provide an unobstructed clear width of three feet.

- ~~ii. Walkways shall be improved in accordance with subsection 21.08.050H.]~~

*** **

[F.] Pedestrian frontage standard.

1. Purpose. The pedestrian frontage standard promotes building placement and orientation toward neighborhood streets and sidewalks, facilitates pedestrian and bicycle access, supports lower parking utilization in urban neighborhood areas, and encourages alternative modes of transportation. Objectives include:

a. Define public streets and their associated frontage spaces as positive, useful features around which to organize and orient buildings in a manner that promotes pedestrian activity and connects to multiple modes of transportation.

b. Provide pedestrian access to building entries that is clearly defined, safe, and inviting for people of all abilities, and minimizes conflicts between pedestrians and vehicle parking.

c. Place active living spaces, entrances, and windows on street-facing building facades to improve the physical and visual connection from residences to the street.

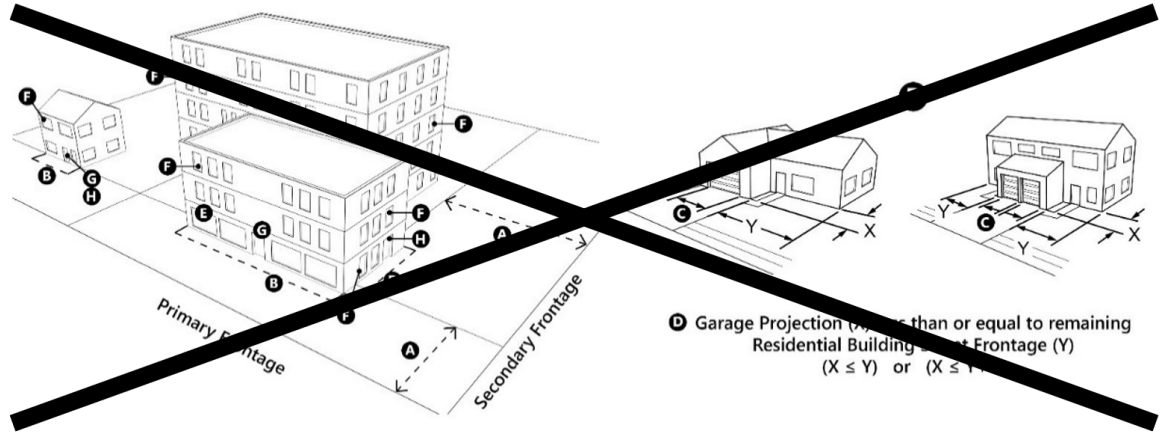
d. Promote a safe, secure pedestrian and neighborhood environment through “eyes on the street” design elements, such as placement of windows, that foster opportunities for casual surveillance of the street and outwardly expressed proprietorship of the neighborhood.

2. Applicability. Subsection 3. applies to development in the traditional urban and edge urban neighborhood context areas established in 21.07.015. Subsection 4. applies to development in the other areas of the municipality. Exceptions and exemptions from this section 21.07.060F. include:

a. Changes of use and other developments that comprise building modifications of less than 50 percent of the total improvement value of the building(s) on the site.

b. Development in Girdwood, Downtown (DT), and Industrial zoning districts.

- ~~c. Single-family and two-family dwellings constructed prior to January 1, 2016, or on lots of 20,000 square feet or larger, or in Class B zoning districts.~~
- ~~d. Non-residential uses without habitable floor area, such as utility substations.~~
- ~~e. The director shall reduce the window area requirement by the amount the applicant demonstrates is needed to comply with a 5-star energy rating or an affordable housing (21.15.040) financing institution's energy rating requirements.~~
- ~~f. The director shall approve administrative relief provided the applicant demonstrates the adjustment is necessary to compensate for some practical difficulty of the site. The department shall keep record of the approved exception with written findings supporting the approval on file.~~
- ~~g. The Alternative Equivalent Compliance procedure set forth in subsection 21.07.010D. may be used to propose alternative means of complying with the intent of this section.]~~
- ~~3. Standard for urban neighborhood contexts. The standards of table 21.07-2 apply to the primary frontage and at least one secondary frontage.]~~



[Table 21.07-2: Pedestrian Frontage Standard for Urban Neighborhood Contexts]

<u>Building and Parking Placement¹</u>	<u>Primary Frontage</u>	<u>Secondary Frontage</u>
<u>A. Maximum front setback (ground-floor only) in the R-4 and non-residential zoning districts¹</u>	<u>30 feet in Traditional Urban, and 60 feet in other areas</u>	<u>90 feet</u>
<u>B. Minimum percentage of the width of ground-floor street-facing building elevation(s) required to comply with max. setback in A¹</u>	<u>50%</u>	<u>50%</u>
<u>C. Residential garage entrance as a percentage of ground-floor street-facing building elevation width (maximum allowed)</u>	<u>50% in Traditional Urban, and 67% in other areas</u>	<u>67%</u>
<u>D. Maximum distance a garage may project out in front of the rest of the street-facing residential building elevation</u>	<u>No more than the width of the non-garage portion of the street-facing building elevation</u>	
<u>Building Orientation and Access</u>	<u>Primary Frontage</u>	<u>Secondary Frontage</u>
<u>E. Minimum percentage of a non-residential ground-floor, street-facing building elevation required to be windows or primary entrances^{2,3}</u>	<u>30% in Traditional Urban, and 20% in other areas</u>	<u>15%</u>
<u>F. Minimum percentage of residential and upper-floor non-residential street-facing elevation required to be windows or primary entrances³</u>	<u>15% in Traditional Urban, and 10% in other areas</u>	<u>10%</u>
<u>G. At least one primary entrance located within max. setback in A</u>	<u>Required</u>	<u>Not Required</u>
<u>H. Front primary entrances for residential dwellings meet 21.07.060G.15., Covered, Visible Residential Entrance</u>	<u>Required</u>	
<u>I. Minimum number of pedestrian amenities from 21.07.060G. in addition to 21.07.060G.15.</u>	<u>2 pedestrian amenities required per multifamily, mixed-use, townhouse, or group housing development</u>	
¹ Generally applicable standards and exceptions for maximum setbacks are provided in 21.06.030C.5.		
² Non-residential ground-floor windows used to meet these percentages shall be visual access windows (21.15.040) and have a sill height of no more than four feet above finished grade. Ground-floor wall area is defined in 21.15.040.		
³ Rules of measurement for calculating window area as a percentage of building wall area are provided in 21.15.020P.]		

1
2

3
4

[4. Standard for other areas and developments in the municipality. The standards of table 21.07-3 apply to the primary frontage and at least one secondary frontage.]

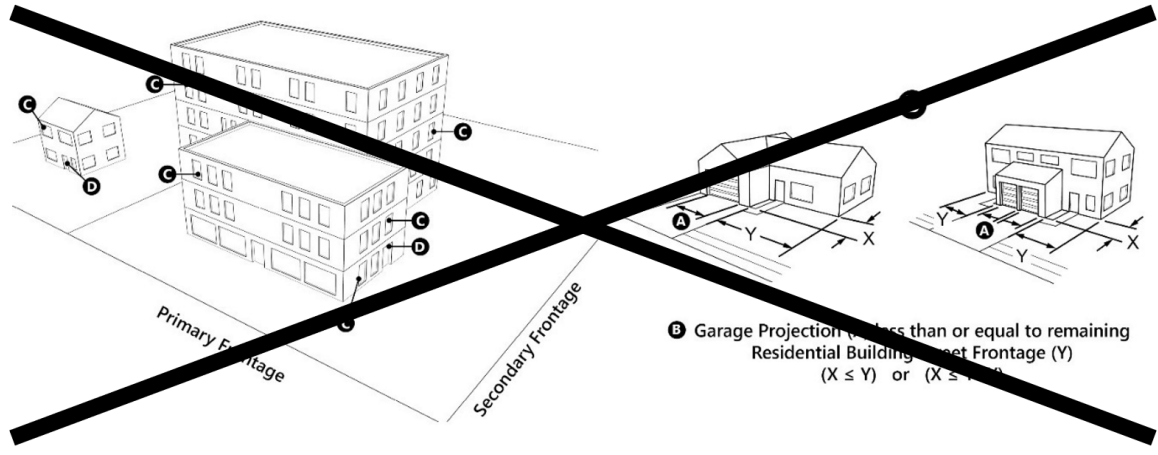


Table 21.07-3: Pedestrian Frontage Standard – Other Areas and Developments

<u>Building and Parking Placement</u>	<u>Primary Frontage</u>	<u>Secondary Frontage</u>
<u>A. Residential garage entrance as a percentage of ground-floor street-facing building elevation width (maximum allowed)</u>	<u>67%</u>	<u>75%</u>
<u>B. Maximum distance a garage may project out in front of the rest of a street-facing residential building elevation</u>	<u>No more than the width of the non-garage portion of the street-facing building elevation</u>	
<u>Building Orientation and Access</u>	<u>Primary Frontage</u>	<u>Secondary Frontage</u>
<u>C. Minimum percentage of residential street-facing building elevation wall areas required to be windows or primary entrances.⁴</u>	<u>Window(s) required, with no minimum percentage</u>	
<u>D. Front primary entrances to residential dwellings meet 21.07.060G.15., Covered, Visible Residential Entrance.</u>	<u>Required</u>	
<u>E. Minimum number of pedestrian amenities from 21.07.060G. in addition to 21.07.060G.15.</u>	<u>1 pedestrian amenity required per multifamily, mixed-use, townhouse, or group housing development</u>	
<u>⁴ Rules of measurement for calculating window area as a percentage of building wall area are provided in 21.15.020P.]</u>		

(Note to Code Revisor: The amendments to subsection 21.07.060F., Pedestrian Amenities, in AO 2022-80 are reversed by this S-Version to retain the current adopted code language of 21.07.060F., as shown below. Exception: The S-Version moves forward with the AO 2022-80 deletion of subsection 21.07.060F. 15., Bicycle Parking Facilities.)

F[G][F]. Pedestrian amenities [menu].

1. **Purpose.** The purpose of this section is to define and provide standards for pedestrian amenities that may be required[,] **or** [OR]included in a menu of choices to meet a requirement, or listed as a special feature that can count toward a bonus incentive anywhere in this title. For example, another section of this title may list a pedestrian amenity as a special feature for which bonus floor area **[or a reduction in required parking]** may be granted. The standards contained in this section give predictability for applicants, decision-makers, and the community for the minimum acceptable standards for pedestrian amenities. It also ensures the amenities will improve and enhance the community to the benefit of all, and respond to the northern latitude climate. This title provides flexibility to encourage and allow for creativity and unique situations through the alternative equivalent compliance and minor modifications process.
2. **Applicability.** Pedestrian amenities shall meet the minimum standards of this section in order to be credited toward a requirement, menu choice, or **as a special feature bonus**[AS A SPECIAL FEATURE BONUS] incentive of this title, except where specifically provided otherwise in this title. The alternative equivalent compliance procedure set forth in subsection 21.07.010D. may be used to propose alternative means of complying with the standards of this **[sub]section 21.07.060F[G][F].** **[The standards of this section apply only to pedestrian amenities that are counted toward a requirement, menu choice, or incentive under this title. It does not apply to amenities that do not receive credit for requirements in title 21.]**

(Note to Code Revisor: The S-Version's revisions to the following subsection 21.07.060F.3., Walkway, restore the current code text that the original ordinance had deleted.)

3. **Walkway.** **A walkway is a surface that connects two points for pedestrian use, as defined in chapter 21.15. A walkway may be in a publicly dedicated pedestrian easement. Examples include pedestrian connections within one development site, mid-block, between**

**subdivisions, or leading from streets to public amenities,
such as schools or parks.**

**a. A walkway shall have a minimum unobstructed
clear width of five feet, except where otherwise
stated in this title. A walkway that provides access
to no more than four residential dwelling units may
have an unobstructed clear width of three feet.**

**b. Walkways shall be improved in accordance with
subsection 21.08.050H.**

[3. WALKWAY. A WALKWAY IS A SURFACE THAT
CONNECTS TWO POINTS FOR PEDESTRIAN USE, AS
DEFINED IN CHAPTER 21.15. A WALKWAY MAY BE IN A
PUBLICLY DEDICATED PEDESTRIAN EASEMENT.
EXAMPLES INCLUDE PEDESTRIAN CONNECTIONS
WITHIN ONE DEVELOPMENT SITE, MID-BLOCK,
BETWEEN SUBDIVISIONS, OR LEADING FROM STREETS
TO PUBLIC AMENITIES, SUCH AS SCHOOLS OR PARKS.]

[A. A WALKWAY SHALL HAVE A MINIMUM
UNOBSTRUCTED CLEAR WIDTH OF FIVE FEET,
EXCEPT WHERE OTHERWISE STATED IN THIS
TITLE. A WALKWAY THAT PROVIDES ACCESS TO
NO MORE THAN FOUR RESIDENTIAL DWELLING
UNITS MAY HAVE AN UNOBSTRUCTED CLEAR
WIDTH OF THREE FEET.]

[B. WALKWAYS SHALL BE IMPROVED IN
ACCORDANCE WITH SUBSECTION 21.08.050H.]

*(Note to Code Revisor: The S-Version's revisions to the following subsection
21.07.060F.4., Primary Pedestrian Walkway, restore all the current code text of
this subsection that AO 2022-80 amended.)*

1 **4[3][4].** **Primary Pedestrian**~~**Enhanced on-site**~~ [PRIMARY
2 REDESTRIAN] ~~walkway.~~ **A primary pedestrian**~~**An**~~
3 ~~**enhanced on-site**~~][A PRIMARY PEDESTRIAN] walkway is
4 intended to provide an **unobstructed clear width of at least**
5 **eight feet**~~**option for applicants to receive credit for**~~
6 ~~**exceeding the minimum development standards for**~~
7 ~~**walkways and improving pedestrian convenience,**~~
8 ~~**comfort, and safety on the site. Enhanced on-site**~~
9 ~~**walkways provide additional width**~~] [UNOBSTRUCTED
10 CLEAR WIDTH OF AT LEAST EIGHT FEET] for pedestrian
11 movement **with additional space incorporating features**
12 **along the walkway such as storefront sidewalk space,**
13 **room for residential stoops or building foundation**
14 **plantings.**[WITH ADDITIONAL SPACE INCORPORATING
15 FEATURES ALONG THE WALKWAY SUCH AS
16 STOREFRONT SIDEWALK SPACE, ROOM FOR
17 RESIDENTIAL STOOPS OR BUILDING FOUNDATION
18 PLANTINGS,] and peripheral space that accommodates
19 landscaping, furniture, and utilities. **As established generally**
20 **in subsection F.1 and F. 2 above, the standards of this**
21 **subsection apply only where the specific term "primary**
22 **pedestrian walkway" is listed as a requirement, menu**
23 **choice, or special feature that counts toward a bonus.**
24 **This subsection is not a generally applicable requirement**
25 **for other large walkways.** [AS ESTABLISHED GENERALLY
26 IN SUBSECTION F.1 AND F. 2 ABOVE, THE STANDARDS
27 OF THIS SUBSECTION APPLY ONLY WHERE THE
28 SPECIFIC TERM "PRIMARY PEDESTRIAN WALKWAY" IS
29 LISTED AS A REQUIREMENT, MENU CHOICE, OR
30 SPECIAL FEATURE THAT COUNTS TOWARD A BONUS.
31 THIS SUBSECTION IS NOT A GENERALLY APPLICABLE
32 REQUIREMENT FOR OTHER LARGE WALKWAYS.]

33
34 a. **A primary pedestrian walkway shall be developed**
35 **as a continuous pedestrian route extending for at**
36 **least 50 feet.**[A PRIMARY PEDESTRIAN WALKWAY
37 SHALL BE DEVELOPED AS A CONTINUOUS
38 PEDESTRIAN ROUTE EXTENDING FOR AT LEAST
39 50 FEET.]

40
41 b.[B.] **A primary pedestrian**~~**An enhanced on-site**~~ [A
42 PRIMARY PEDESTRIAN] walkway shall have **a**
43 ~~**pedestrian movement zone with a continuous,**~~[N]
44 **an** unobstructed **[walkway]** clear width of at least eight
45 feet~~**, or six feet where providing access only to**~~
46 ~~**four or fewer residential dwelling units.**~~ Where
47 adjacent to a ground-floor building elevation it shall
48 also have a **sidewalk storefront or**[SIDEWALK
49 STOREFRONT OR] building interface zone a minimum

of two feet in width for ~~[building]~~ foundation landscaping or three feet in width of sidewalk [THREE FEET IN WIDTH OF SIDEWALK] space for opening doors or seating and transition pedestrian spaces. In addition ~~[to the pedestrian movement zone and any building interface zone], [the enhanced on-site walkway shall have]~~ a buffer space of at least ~~four~~ two [FOUR] feet in width ~~[where abutting motor vehicle parking lots, circulation aisles, or driveways]~~ shall be incorporated as part of the walkway when abutting any street or vehicle area, to [SHALL BE INCORPORATED AS PART OF THE WALKWAY WHEN ABUTTING ANY STREET OR VEHICLE AREA,] ~~[. The buffer space shall.]~~ [TO] accommodate street ~~streets,~~ [STREET TREES,] landscaping beds, ~~[fencing or bollards,]~~ light poles, utilities, benches, and other objects to be kept clear of the walkway ~~[furnishings]~~ [OBJECTS TO BE KEPT CLEAR OF THE WALKWAY].

c.[b][C]. ~~— A minimum of two pedestrian features as defined by this title (21.15.040) shall be provided along the enhanced walkway, with at least one for every 50 feet of the walkway length] At least one pedestrian feature as defined by this title shall be provided for every 50 feet of length along a primary pedestrian walkway~~ [AT LEAST ONE PEDESTRIAN FEATURE AS DEFINED BY THIS TITLE SHALL BE PROVIDED FOR EVERY 50 FEET OF LENGTH ALONG A PRIMARY PEDESTRIAN WALKWAY].

d. A primary pedestrian walkway shall be illuminated with pedestrian scale lighting. [D. A PRIMARY PEDESTRIAN WALKWAY SHALL BE ILLUMINATED WITH PEDESTRIAN SCALE LIGHTING.]

e[~~e~~][E]. A primary pedestrian ~~[Enhanced on-site]~~ [A PRIMARY PEDESTRIAN] walkway ~~[s]~~ shall ~~[provide]~~ continuous, directly [LY] connect ~~[ions from building primary entrance(s)]~~ to surrounding public streets and sidewalks, [,] and be publicly accessible at all times ~~[or available to all residents of the development]~~ [AT ALL TIMES].

*** *** ***

(Note to Code Revisor: Delete Subsection 21.07.060F.15., Bicycle Parking Facilities, as shown below. Re-number subsequent subsections of 21.07.060F.)

[15. BICYCLE PARKING FACILITIES.

- A. REQUIRED BICYCLE PARKING OR A SIGN LEADING THERETO SHALL BE LOCATED IN AN AREA VISIBLE FROM A PRIMARY ENTRANCE AREA AND NO FARTHER FROM A PRIMARY ENTRANCE THAN THE CLOSEST MOTOR VEHICLE PARKING SPACE, NOT INCLUDING DESIGNATED ACCESSIBLE PARKING, CARPOOL, OR VANPOOL SPACES. IT MAY ALSO BE LOCATED INSIDE THE BUILDING SERVED, IN A LOCATION THAT IS EASILY ACCESSIBLE FOR BICYCLES.
- B. A REQUIRED BICYCLE PARKING SPACE SHALL INCLUDE A SECURELY FIXED STRUCTURE THAT ALLOWS THE BICYCLE WHEEL AND FRAME TO BE LOCKED TO THE FACILITY, AND THAT SUPPORTS THE BICYCLE FRAME IN A STABLE POSITION WITHOUT DAMAGE TO THE BICYCLE, OR SHALL BE IN A BICYCLE LOCKER, LOCKABLE BICYCLE ENCLOSURE, OR LOCKABLE ROOM.
- C. A REQUIRED BICYCLE PARKING SPACE SHALL BE A MINIMUM OF SIX FEET LONG AND TWO FEET WIDE.
- D. THE SURFACING OF BICYCLE PARKING FACILITIES SHALL BE DESIGNED AND MAINTAINED TO BE CLEAR OF MUD AND SNOW.
- E. BICYCLE PARKING SHALL NOT OBSTRUCT PEDESTRIAN WALKWAYS, BUILDING ACCESS, OR USE AREAS.]

[14. ~~Separated walkway to the street. The development shall connect the building primary entrances to the street with a clear and direct walkway that is not routed through a parking facility or across vehicle driveways or circulation aisles. The minimum clear width portion of the walkway shall be separated from the parking facility by at least five feet.~~

15. ~~Covered, visible residential entrance. A porch, stoop, or landing sheltered by a roof is intended to give visual emphasis to the building entrance as an aid in wayfinding, and help provide safe, convenient access to residential buildings from the street. The entrance shall meet the following standards:~~

a. The entrance shall incorporate a porch, stoop, or landing with an internal dimension of at least 16 square feet, and a permanent, sheltering roof covering at least 12 square feet.

b. The porch, stoop, or landing shall be distinguished from adjoining areas and vehicle parking by vertical separation or a change in surfacing material.

c. The building entrance shall also be visible (via an unobstructed line of sight) from a street or face a common private open space (21.07.030) that is visible from a street.

16. Enhanced primary entrance. An enhanced building entry is intended to provide an option for applicants to receive credit for a prominent and inviting primary pedestrian entrance. To receive credit, the enhanced primary entrance shall incorporate at least three of the following features:

a. Outdoor sheltering roof feature projecting from the building façade such as an overhang, portico, canopy, marquee with an inside dimension of at least 16 square feet;

b. Recessed and/or projected entrance or other building wall modulation with projections or recesses in the building wall plane;

c. Changes in the building's main roofline such as arches, peaked roof forms, or terracing parapets;

d. Changes in siding material or exterior finishes, or façade detail features such as tilework that emphasize the entrance;

e. Entrance plaza, patio, or similar common private open space;

f. Landscaping not otherwise required by this title, such as integrated planters, landscape accent lighting, or special paving treatments; or

g. One or more pedestrian features (21.15.040) such as pedestrian-scale lighting or seating.

17. Site Entry Feature. Highlight and define a pedestrian entrance to a development site using three or more of the following elements:

- a. Landscape treatment with seasonal color and trees, which clearly distinguishes and highlights the site entry.**
- b. Plaza or courtyard as described in subsection 21.07.060G.5.**
- c. Identifying building primary entrance form including a covered entry, when the primary entrance is within 50 feet of the site entrance.**
- d. Special paving, pedestrian scale lighting, and/or bollards.**
- e. Ornamental gate and/or fence.]**

(Note to Code Revisor: The S-Version's revisions to the following subsection 21.07.060F.16., Pedestrian Interactive Use, restore all the current code text of this subsection that AO 2022-80 amended, except to re-number the subsection from F.16. to F.15.)

15[18][16]. *Pedestrian-interactive* **use[building]** [USE]. A pedestrian-interactive **use[building]** [USE] is intended to provide **ground-floor[interior]** [GROUND-FLOOR] spaces that **strongly**[STRONGLY] engage the sidewalk with street-facing windows and entrances, **feature[and]**[FEATURE] activities and services that support neighborhood residents, and generally contribute to the **[activity level and quality of the]** pedestrian-**oriented**[-ORIENTED] environment **[of the neighborhood or district]**. The standards that follow apply where the term "pedestrian-interactive **use[building]** [USE]" is listed in this title as a requirement, special feature for a bonus, or a menu choice.

- a. A pedestrian-interactive use shall be any of the following uses that are permitted in the district: retail and pet services; financial institution providing banking services open to the public with at least one employee on site; food or beverage service; personal service; cultural facility; or the frontage of entryways or stairways through which such uses are principally accessed;**
- b. Retail sales uses that are permitted in the district shall be considered pedestrian-interactive uses,**

**except for the following types of retail sales uses:
fueling station; building materials store.**

**c. The following uses supporting residential
neighborhood and housing development are also
considered pedestrian-interactive uses when
permitted in the district: residential dwellings with
individual front entries along the street; elementary
school; middle or high school; health services;
child care center.**

[A. A PEDESTRIAN-INTERACTIVE USE SHALL BE ANY
OF THE FOLLOWING USES THAT ARE PERMITTED
IN THE DISTRICT: RETAIL AND PET SERVICES;
FINANCIAL INSTITUTION PROVIDING BANKING
SERVICES OPEN TO THE PUBLIC WITH AT LEAST
ONE EMPLOYEE ON SITE; FOOD OR BEVERAGE
SERVICE; PERSONAL SERVICE; CULTURAL
FACILITY; OR THE FRONTAGE OF ENTRYWAYS
OR STAIRWAYS THROUGH WHICH SUCH USES
ARE PRINCIPALLY ACCESSED;

B. RETAIL SALES USES THAT ARE PERMITTED IN
THE DISTRICT SHALL BE CONSIDERED
PEDESTRIAN-INTERACTIVE USES, EXCEPT FOR
THE FOLLOWING TYPES OF RETAIL SALES USES:
FUELING STATION; BUILDING MATERIALS STORE.

C. THE FOLLOWING USES SUPPORTING
RESIDENTIAL NEIGHBORHOOD AND HOUSING
DEVELOPMENT ARE ALSO CONSIDERED
PEDESTRIAN-INTERACTIVE USES WHEN
PERMITTED IN THE DISTRICT: RESIDENTIAL
DWELLINGS WITH INDIVIDUAL FRONT ENTRIES
ALONG THE STREET; ELEMENTARY SCHOOL;
MIDDLE OR HIGH SCHOOL; HEALTH SERVICES;
CHILD CARE CENTER.]

d[a][D]. A pedestrian-interactive **use[building]** [USE]
shall provide a primary entrance facing the street.
Entrances at building corners facing a street may be
used to satisfy this requirement.

e[b][E]. A pedestrian-interactive **use[building]** [USE]
shall contain habitable floor area at least 24 feet deep
extending along **[a minimum of 50 percent of]**the
full[FULL] length of the ground-floor, street-facing
building elevation **[in—Urban—Neighborhood
Contexts], [and 30 percent elsewhere] allowing for**

[ALLOWING FOR]~~]. The habitable floor area may include~~ pedestrian and vehicle[AND VEHICLE] entrances, entry lobbies or atriums, and stairwells.

f. A pedestrian-interactive use shall comply with subsection 21.06.030C.5., Maximum Setbacks, but the exceptions of subsection 21.06.030C.5.d. shall not be available.

[F. A PEDESTRIAN-INTERACTIVE USE SHALL COMPLY WITH SUBSECTION 21.06.030C.5., MAXIMUM SETBACKS, BUT THE EXCEPTIONS OF SUBSECTION 21.06.030C.5.D. SHALL NOT BE AVAILABLE.]

g[e][G]. Street-facing ground-floor[GROUND-FLOOR] wall areas of a **pedestrian-interactive**~~[non-residential]~~ [PEDESTRIAN-INTERACTIVE] use shall be **67[50][67]** percent visual access windows, **except that such wall areas for dwellings shall be at least 20 percent visual access windows. [or primary entrances on the ground floor, and 20 percent windows above the ground floor.]** [, EXCEPT THAT SUCH]

[d. Street-facing] [WALL AREAS FOR] [residential uses][DWELLINGS] [SHALL BE AT LEAST 20 PERCENT] [VISUAL ACCESS] [WINDOWS][or primary entrances in Urban Neighborhood Contexts and 10 percent in other areas.]

h[e][H]. Where a building has three or more street frontages, these criteria apply along only two of the frontages.

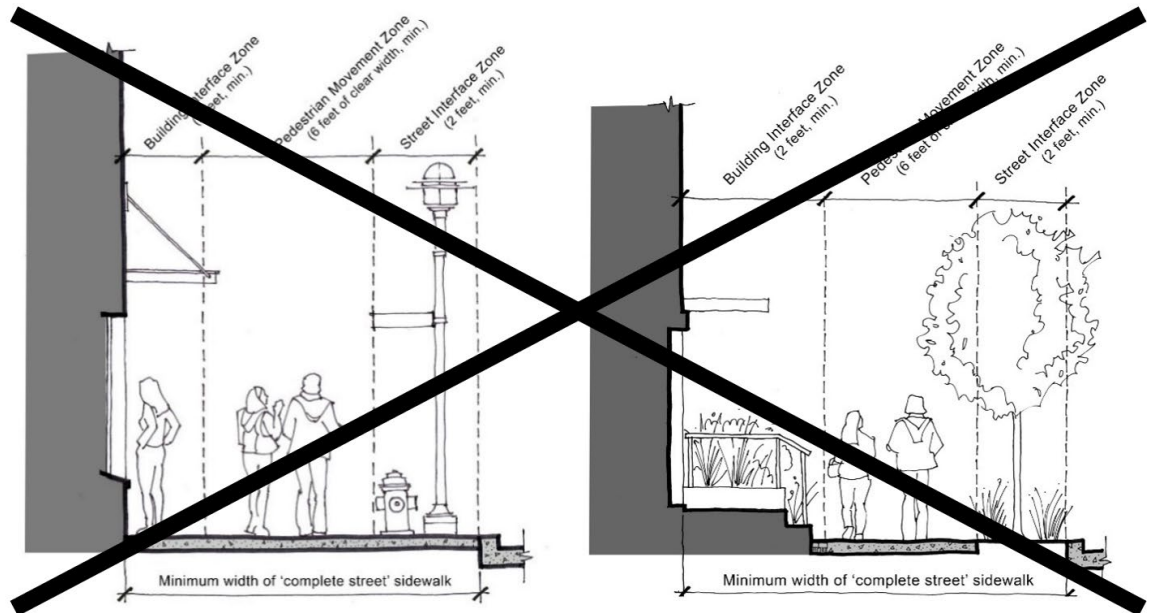
(Note to Code Revisor: The S-Version's revisions to the following subsection 21.07.060F.17., Enhanced Sidewalk Option, restore all the current code text of this subsection that AO 2022-80 amended, except to re-number the subsection from F.17. to F.16.)

16[19][17]. Enhanced [street] sidewalk option[OPTION].

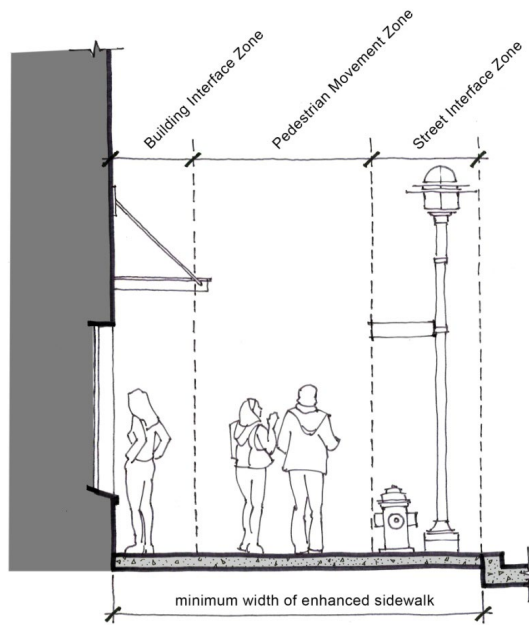
An enhanced **[street]** sidewalk **[is intended to provide an option for applicants to receive credit for exceeding the minimum development standards for sidewalks. An enhanced street sidewalk]** promotes sidewalk widening and streetscape enhancements to support higher levels of pedestrian activity**[, comfort, and safety in the district] and access in mixed-use developments**[AND ACCESS IN MIXED-USE DEVELOPMENTS]. An enhanced **[street]**

sidewalk environment[ENVIRONMENT] with “main
complete”[MAIN] street” [(21.15.040)] style amenities may
be provided in lieu of required site perimeter landscaping
where it is logical to support a pedestrian zone[WHERE
IT IS LOGICAL TO SUPPORT A PEDESTRIAN ZONE] as
determined through an administrative site plan review, and
subject to the following:

- a. The enhanced street] sidewalk width[cross-
section] [WIDTH] shall be at least 12 feet wide, and
include a pedestrian movement zone, building
interface zone, and street interface zone [(21.15.040)].
The pedestrian movement zone shall have a clear
width of at least six feet. The street interface zone
shall be at least two feet wide from back of curb,
and four feet wide along major arterials. Where a
building adjoins the sidewalk, there shall be a
building interface zone at least two feet wide At
least part of the development’s frontage along the
enhanced sidewalk shall feature a principal
building with a 20-foot maximum setback in
compliance with subsection 21.06.030C.5. [AT
LEAST PART OF THE DEVELOPMENT’S
FRONTAGE ALONG THE ENHANCED SIDEWALK
SHALL FEATURE A PRINCIPAL BUILDING WITH A
20-FOOT MAXIMUM SETBACK IN COMPLIANCE
WITH SUBSECTION 21.06.030C.5].



(Note to code revisor: Delete the pair of illustrations above and restore the current adopted illustration and caption as shown below.)



Enhanced ~~[Street]~~ Sidewalk[s] in a[A] Commercial ~~[and Residential]~~ Setting[s]

i. A public use easement shall be recorded for any part of the designated sidewalk to be located within the subject parcel

ii. Physical obstructions within the sidewalk's building interface zone, such as landscaping, entry stoops, or seating, shall extend no more than two feet into the minimum required 12 foot width, so that at least ten feet remain.

[I. A PUBLIC USE EASEMENT SHALL BE RECORDED FOR ANY PART OF THE DESIGNATED SIDEWALK TO BE LOCATED WITHIN THE SUBJECT PARCEL.

II. PHYSICAL OBSTRUCTIONS WITHIN THE SIDEWALK'S BUILDING INTERFACE ZONE, SUCH AS LANDSCAPING, ENTRY STOOPS, OR SEATING, SHALL EXTEND NO MORE THAN TWO FEET INTO THE MINIMUM REQUIRED 12 FOOT WIDTH, SO THAT AT LEAST TEN FEET REMAIN.]

b. The enhanced ~~[street]~~ sidewalk shall provide at least two-thirds the number of trees and shrubs [that would

~~otherwise have been~~ required for site perimeter landscaping.

c. The enhanced **[street]** sidewalk may be placed wholly or in part within a right-of-way, subject to approval of the traffic engineer and municipal engineer.

i. The enhanced **[street]** sidewalk shall be subject to the applicable requirements of title 24, including sections 24.30.020., *Permit to use Public Places*, and 24.90, *Encroachment Permit*.

ii. **Improvements within the public right-of-way shall be consistent with the DCM and MASS.**

[II. IMPROVEMENTS WITHIN THE PUBLIC RIGHT-OF-WAY SHALL BE CONSISTENT WITH THE DCM AND MASS.]

iii[III]. Existing improvements that meet the standards of the enhanced **[street]** sidewalk may be counted towards the requirements of this section, subject to approval by the director.

iv[iii][IV]. The owner shall maintain landscaping and amenities for the enhanced **[street]** sidewalk within the right-of-way, **and comply with the provisions for removal of snow and ice in AMC 24.80.090, 100, and 110**, AND COMPLY WITH THE PROVISIONS FOR REMOVAL OF SNOW AND ICE IN AMC 24.80.090, 100, AND 110].

v[iv][V]. Where the right-of-way is not adequate or cannot be configured to accommodate the enhanced **[street]** sidewalk, then the development shall be set back from the street frontage as necessary to accommodate part of the improvements within the property. **[A public use easement shall be recorded for any part of the designated sidewalk width to be located within the subject parcel.]**

17[20][18]. *Parking courtyard.*

*** *** ***

(AO 2012-124(S), 2-26-13; AO 2013-117, 12-3-13; AO 2015-82, 7-28-15; AO 2015-100, 10-13-15; AO 2017-55, 4-11-17; AO 2020-38, 4-28-20)

21.07.090 Off-Street Parking and Loading

A. *Purpose.* This section **[ESTABLISHES OFF-STREET PARKING AND LOADING REQUIREMENTS]**~~[to accommodate anticipated parking utilization in areas without public on-street parking management]~~ **[AS A NECESSARY PART OF THE DEVELOPMENT AND USE OF LAND, TO ENSURE THE SAFE AND ADEQUATE FLOW OF TRAFFIC IN THE PUBLIC STREET SYSTEM]****[, AND TO]** ensures that parking facilities~~[LOTS]~~ are designed to perform in a safe, efficient manner. It is also the intent of this section to attenuate the **[ADVERSE]** visual, environmental, and economic impacts of parking facilities ~~[LOTS]~~, and **encourage** ~~[to balance the provision of adequate off-street parking with]~~ other modes of site access~~[that promote]~~**[TO ACHIEVE]** **A COMPACT AND EFFICIENT LAND USE PATTERN]**~~[, affordable housing, pedestrian-friendly environments, and other area-wide objectives]~~. Specific objectives of this section **[PURPOSES]** include to:

1. **[ENSURE THAT OFF-STREET PARKING, LOADING, AND ACCESS DEMANDS WILL BE MET WITHOUT]**~~[impacting adjoining and]~~**[ADVERSELY AFFECTING OTHER]**~~[NEARBY]~~~~[properties,]~~ **LAND USES]****[,]** **AND NEIGHBORHOODS;**

~~[2.]~~ **Support**~~[Ensure]~~the safe and adequate flow of traffic, pedestrians, and service vehicles in adjoining streets;

~~2~~~~[3]~~~~[2].~~ Provide for safe and orderly circulation and parking in parking and loading facilities, and minimize conflicts between pedestrians and vehicles;

~~[4]~~~~[3]~~~~[.~~ **ENCOURAGE THE EFFICIENT USE OF LAND]****[AND]**~~[discourage]~~ **[AVOID]****[THE ENCUMBRANCE OF MORE SPACE THAN IS NECESSARY FOR]**~~[anticipated]~~**[PARKING]**~~[utilization]~~**[;]**

~~[5.]~~ ~~Recognize, through parking reductions and lower parking requirements, the parking efficiencies of mixed-use development, mixed-income housing, pedestrian-friendly development patterns, proximity to public transportation, and other area-specific neighborhood characteristics;~~

~~[6.]~~ ~~Recognize, through area-specific exemptions from parking requirements, the parking efficiencies of public parking facilities, on-street parking management, and alternative travel mode incentives;~~

[7][4]. IMPROVE THE VISUAL APPEARANCE OF PUBLIC STREET CORRIDORS BY ENCOURAGING BUILDINGS AND OTHER ATTRACTIVE SITE FEATURES TO BECOME MORE PROMINENT RELATIVE TO PARKING] [facilities] [LOTS] ~~[and driveways]];~~

~~[8. Manage the width and frequency of driveways along street frontages to provide adequate space for—and reduce conflicts with—snow clearing and snow storage in the right-of-way, on-street parking (where appropriate), and pedestrian facilities;]~~

3[9][5]. Provide for better pedestrian movement and encourage alternative modes of transportation consistent with cleaner air and water, greater transportation choice, and efficient infill and redevelopment by reducing [THE] expanses of parking [THAT MUST BE TRAVERSED BETWEEN DESTINATIONS]; **and**

[6. SUPPORT A BALANCED TRANSPORTATION SYSTEM THAT IS CONSISTENT WITH CLEANER AIR AND WATER, GREATER TRANSPORTATION CHOICES, AND EFFICIENT INFILL AND REDEVELOPMENT; AND]

4[10]. Facilitate bicycle use by providing safe, secure, and convenient bike parking through minimum requirements for the type of bike parking facilities and the amount of bicycle spaces.[-and]

[11][7] [. ALLOW FLEXIBILITY IN ADDRESSING VEHICLE PARKING, LOADING, AND ACCESS, INCLUDING] [PROVIDING FOR][REDUCTIONS][AND ALTERNATIVES] [TO][MINIMUM][PARKING REQUIREMENTS][and mechanisms to manage parking needs while promoting development, reinvestment, and other community goals][.]

B. *Applicability.*

1. *Generally.*

- a. The off-street parking and loading standards of this section 21.07.090 shall apply to all development in the municipality, including changes of use. **All areas used for off-street parking and loading shall meet the development and design standards of this section 21.07.090.**

- b. Except for the off-street loading requirements of subsection 21.07.090G., all other requirements of this section shall apply to Girdwood, unless specifically preempted in chapter 21.09.
- c. Except when specifically exempted, the requirements of this section shall apply to all temporary parking lots and parking facilities[LOTS] that are a principal use on a site.

2. **[EXPANSIONS, RELOCATIONS, AND ENLARGEMENTS. A SITE TO WHICH A BUILDING IS RELOCATED SHALL PROVIDE] [THE] [REQUIRED PARKING AND LOADING SPACES] [per tables 21.07-7, 21.07-8, 21.07-11, and 21.07-14]. AN EXPANSION OR ENLARGEMENT THAT IS AN INCREASE IN THE FLOOR AREA OR OTHER MEASURE OF OFF-STREET PARKING AND LOADING REQUIREMENTS SHALL PROVIDE] [required parking and loading] [SPACES AS REQUIRED] [FOR THE INCREASE], except as provided otherwise in subsection 21.07.090F., Parking Reductions and Alternatives][.]**

[3. **USE OF REQUIRED PARKING SPACES. REQUIRED PARKING SPACES SHALL BE AVAILABLE FOR THE PARKING OF PASSENGER AUTOMOBILES BY RESIDENTS, OCCUPANTS, CUSTOMERS, VISITORS, OR EMPLOYEES OF THE USE. REQUIRED PARKING SPACES] [shall][MAY] [NOT BE ASSIGNED, LEASED, OR RENTED IN ANY WAY TO A USE ON ANOTHER SITE, OR TO ANYONE WHO IS NOT A RESIDENT, OCCUPANT, CUSTOMER, GUEST, OR EMPLOYEE, EXCEPT FOR SHARED PARKING SITUATIONS] [as provided in subsection 21.07.090F.5][.]** [SEE SUBSECTION 21.07.090F.16. ALSO,] **[R][R][REQUIRED PARKING SPACES SHALL NOT BE USED FOR THE PARKING OF EQUIPMENT OR FOR STORAGE OF GOODS OR] [INOPERABLE][VEHICLES.]**

[4.] *Regulation of Parking Space Use.* The providers of **[REQUIRED]** off-street parking spaces may reasonably control the users thereof by means that may include, but are not limited to, restricting all parking to the users of the facility; parking lot attendants; control gates; tow-away areas; areas for exclusive use by employees, tenants, or staff; areas restricted for use by customers or visitors; and imposing time limitations on users. Fees may be charged for the use of required parking[,]**[however required parking shall not in any way be made unavailable for the use served, except as provided otherwise in this title]**[SUBJECT TO

APPROVAL OF THE TRAFFIC ENGINEER. PRIOR TO APPROVAL OF THE PERMIT THE TRAFFIC ENGINEER MAY REVIEW ALL METHODS OF CONTROL AND MAY DISAPPROVE OF ANY RESTRICTION SUCH AS FEES THAT ADVERSELY AFFECTS THE PURPOSE OF THIS SECTION]. The municipality may enforce any approved parking plan or restrictions through any of the code enforcement provisions set forth in chapter 21.14, Enforcement.

3[5]. *Parking Nonconformities.* When a site is out of compliance with this section **21.07.090[AS TO THE NUMBER OF REQUIRED OR ALLOWED PARKING SPACES]**, section 21.13.060, *Characteristics of Use*, applies.

C. *Computation of Parking and Loading Requirements.*
*** *** ***

(Note to Code Revisor: Subsection C.4. below was not included in AO 2022-80 as introduced by the Assembly but is included in the S-Version and deleted as shown. Subsection C.5. is re-numbered to C.4.)

4. **[OCCUPANCY LOAD FACTORS. WHERE PARKING REQUIREMENTS FOR ASSEMBLY ROOMS OR OTHER USES ARE BASED ON MAXIMUM CAPACITY UNDER PROVISIONS OF AMC TITLE 23, THE OCCUPANCY LOAD FACTORS OF AMC TITLE 23 SHALL NOT BE ADJUSTED.]**

[5.] *Additional computation standards.*

a. *Off-Street Loading Space.* Required off-street loading space shall not be included as off-street parking spaces in computation of required or allowed number of off-street parking spaces, unless approved by the traffic engineer.

b. **[FLEET VEHICLE PARKING. FOR THE PURPOSE OF CALCULATING PARKING REQUIREMENTS, FLEET VEHICLE PARKING SHALL NOT COUNT AGAINST EITHER THE MINIMUM OR MAXIMUM REQUIREMENTS.]**

[c.] *Areas that Do Not Count Toward [MINIMUM BUT NOT] Maximum Parking Requirements.* For the purpose of calculating parking requirements, the following types of parking spaces shall not count against the maximum parking requirement[, **BUT SHALL COUNT TOWARD THE MINIMUM REQUIREMENT**]:

- i. Accessible parking spaces;
- ii. Parking spaces set aside for p[P]assenger loading [ZONES SPACES]including taxicab stands and ride hailing service spaces, provided that such spaces are not required by the traffic engineer pursuant to subsection 21.07.090I.;
- iii. Vanpool and carpool parking spaces;
- iv. Stacked, tandem, and full-time attendant (valet) parking spaces in conformance with subsection 21.07.090H.9[42].;
- v. User-paid parking such as unbundled parking;
- vi. Parking spaces with electric vehicle supply equipment (EVSE) for EV charging;
- vii. **Fleet vehicle parking;**
- viii[vii][IV]. Parking spaces provided as the required parking for a use on another parcel through a municipally approved shared parking or off-site parking agreement; and
- ix[viii][V]. Parking structures, underground parking, and parking within, above, or beneath the building(s) it serves.

~~[d.] Reductions to Required Parking Not Applicable to Accessible Parking Spaces or Passenger Loading. The following types of parking spaces shall not be reduced by the area-specific parking requirements or exemptions established in 21.07.090E.2. or the parking reductions and alternatives in 21.07.090F.:~~

- ~~i. Required accessible (ADA) parking spaces pursuant to subsection 21.07.090J.~~**
- ~~ii. Required passenger loading spaces pursuant to subsection 21.07.090I.]~~**

D. *Parking Lot Layout and Design Plan.*

1. *Applicability.* For all commercial, commercial marijuana, mixed-use, industrial, community, multifamily, and townhouse residential developments **that provide off-street parking,** the applicant shall submit a parking facility layout, circulation,

and design plan for review and approval by the traffic engineer. The plan shall contain sufficient detail to enable the traffic engineer and the director to verify compliance with this section 21.07.090. Subject to approval of the traffic engineer, the parking layout and design plan may be combined with other plans required under this title, such as the landscaping plan required in 21.07.080, Landscaping, Screening, and Fences.

(Note to Code Revisor: Subsection D.1. above was not included in AO 2022-80 as introduced by the Assembly but is included in the S-Version and is amended as shown.)

2. *Minimum Plan Requirements.*

- a. The parking facility layout, circulation, and design plan shall be prepared by a design professional and stamped by a professional registered with the Alaska State Board of Registration for Architects, Engineers, and Land Surveyors, except that parking lots with fewer than 20 parking spaces shall be exempt.
- b. The parking facility layout, circulation, and design plan shall include:
 - i. Location of permanent or temporary snow storage areas with calculations per 21.07.040F.;
 - ii. Location of required landscaping areas, refuse screening, and fences;
 - iii. Location of required pedestrian sidewalks and walkways per 21.07.060E. Show dimensions for sidewalk widths and grades with spot elevations;
 - iv. Off-street parking and loading calculation for all uses located on the site per tables 21.07-~~5[7]~~[4] and 21.07-~~7[11]~~[6];
 - v. Parking space and loading berth locations. Include number of spaces provided, typical space dimensions, and grades per 21.07.090H.;
 - vi. Where loading facilities or on-site refuse collection are provided, show commercial truck circulation and truck turning radii when required by the traffic engineer;

vii[VI]. Show all parking facility[AREA] circulation patterns including location of curbed end islands at end of parking rows. Provide dimensions for the width of the circulation aisles, and show grades with spot elevations[**PER 21.07.090H.**];

viii[VII]. Location of accessible parking spaces and access aisles per 21.07.090J.;

ix[VIII]. Location of passenger loading zones and spaces [IF REQUIRED]per 21.07.090I.;

x. Emergency access, fire lanes, and refuse collection;

xi[IX]. Vehicle drive-throughs, vehicle queueing spaces and dimensions including vehicle-to-vehicle separation if required per 21.07.090 L.;

xii[X]. Number, location and dimensions of bicycle parking spaces if required per 21.07.090K.;

xiii[XI]. Driveways to streets and alleys. Provide dimensions for throat width/depth, landing grades, and driveway slope including spot elevations. Show sight distance triangles per the m[M]unicipal d[D]riveway s[S]tandards;

xiv[XII]. On site traffic control signage and locations. Provide a sign summary table that indicates Sign ID, MUTCD/ATMS sign designation, description, and the direction the sign is facing;

xv[XIII]. Required parking lot lighting locations, lighting calculations and glare statement, except that parking lots with fewer than 10 parking spaces serving three- and four-unit multifamily uses are exempt from providing a lighting engineering plan; and

xvi[XIV]. Location of significant drainage elements such as manholes, catch basin, and drainage swales.

- c. The traffic engineer shall ensure that provisions have been made for minimum interference with street traffic flow and safe interior vehicular and pedestrian circulation, transit, and parking.

E. *Off-Street Parking Requirements*

1. *Minimum Number of Spaces Required.* **Off-street parking spaces are not required, except:**

- a. **Accessible (ADA) parking spaces may be required, as provided in subsection 21.07.090J.;**
- b. **Passenger loading spaces may be required, as provided in subsection 21.07.090I.;**
- c. **Bicycle parking spaces may be required, as provided in subsection 21.07.090K.; and**
- d. **All areas used for off-street parking shall be constructed as parking facilities that meet the standards of section 21.07.090H., *Parking and Loading Facility Design Standards*.**

[UNLESS OTHERWISE EXPRESSLY STATED IN THIS TITLE, O]~~[Q]~~**FF-STREET PARKING SPACES SHALL BE PROVIDED IN ACCORDANCE WITH this subsection 21.07.090E.**[TABLE 21.07-4, OFF-STREET PARKING SPACES REQUIRED, AND SUBSECTION E.2. BELOW][. REDUCTIONS][, EXEMPTIONS][AND ALTERNATIVES TO THE]~~[requirements of this subsection]~~[REQUIRED MINIMUM NUMBER OF PARKING SPACES][ARE PROVIDED IN SUBSECTION 21.07.090F.,]~~[Parking Reductions and Alternatives]~~[BELOW][.]

2. ~~**Area-specific Parking Requirements. Lower parking requirements for specific areas that have less parking utilization and more alternative transportation options are set forth in table 21.07-7.**~~[MINIMUM OF THREE PARKING SPACES. WHERE A USE IS REQUIRED TO PROVIDE OFF-STREET PARKING AND THE AMOUNT SPECIFIED IN TABLE 21.07-4 WOULD RESULT IN FEWER THAN THREE SPACES BEING REQUIRED FOR THE USE, THE USE SHALL PROVIDE AT LEAST THREE PARKING SPACES INCLUDING ONE VAN-ACCESSIBLE PARKING SPACE PURSUANT TO SUBSECTION 21.07.090J. WHERE THERE ARE MULTIPLE USES LOCATED ON A SITE, THE USES MAY SHARE THE ACCESSIBLE SPACE AS LONG

AS THE REQUIREMENTS OF SUBSECTION 21.07.090J.1. ARE MET. PARKING REDUCTIONS IN SUBSECTION 21.07.090F. SHALL ALSO COMPLY WITH THIS SUBSECTION E.2. THE MINIMUM OF THREE PARKING SPACES SHALL NOT APPLY TO USES IN THE DT DISTRICTS, RESIDENTIAL HOUSEHOLD LIVING USES, COMMUNITY GARDENS, PARKS AND OPEN SPACE, UTILITY SUBSTATIONS, OR FUELING STATIONS AND FOOD AND BEVERAGE KIOSKS THAT ARE EXCLUSIVELY FOR DRIVE-THROUGH CUSTOMERS.]

TABLE 21.07-7: AREA-SPECIFIC PARKING REQUIREMENTS

<u>Areas</u>	<u>Applicability</u>	<u>Minimum Spaces Required</u>
<u>Downtown (DT) zoning districts</u>	<u>All Developments</u>	<u>No off-street parking is required, as provided in 21.11.070F.</u>
<u>Traditional Urban Neighborhood Context (Section 21.07.015D., Map 21.07-1.)</u>	<u>All Developments</u>	<u>65% of the minimum spaces required in table 21.07-8.</u>
<u>Edge Urban Neighborhood Context (Section 21.07.015D., Maps 21.07-1 thru -3.)</u>	<u>All Developments</u>	<u>75% of the minimum spaces required in table 21.07-8.</u>
<u>Transit Supportive Development Corridors outside of Traditional Urban and Edge Urban Neighborhood Context areas (Section 21.07.015D., Maps 21.07-1 thru -4.)</u>	<u>All Developments</u>	<u>90% of the minimum spaces required in table 21.07-8.</u>
<u>Parking Benefit Districts established pursuant to Title 9, Traffic</u>	<u>All Developments</u>	<u>No off-street parking is required, subject to subsection 21.07.090E.7.</u>
<u>Girdwood</u>	<u>See section 21.09.070L. for area-specific parking requirements in Girdwood.]</u>	

[3. Use-specific parking requirements. All development in the Municipality not addressed in the area-specific parking requirements in table 21.07-7 shall provide off-street parking spaces in accordance with table 21.07-8.]

(Note to Code Revisor: Delete Table 21.07-4: Off-Street Parking Spaces Required, in full, as shown below.)

[TABLE 21.07-][8][4]: OFF-STREET PARKING][REQUIREMENTS BY LAND USE][SPACES REQUIRED]
[(“DU” = DWELLING UNIT; “SF” = SQUARE FEET; “GFA” = GROSS FLOOR AREA)]

<u>[USE CATEGORY]</u>	<u>[USE TYPE]</u>	<u>[MINIMUM SPACES REQUIRED]</u>	<u>[SEE LOADING SUBSECTION 21.07.090G.]</u>
<u>[RESIDENTIAL USES]</u>			
<u>[HOUSEHOLD LIVING]</u>	<u>[DWELLING, MIXED-USE, MULTIFAMILY,</u>	<u>[1 PER STUDIO OR EFFICIENCY OR ONE BEDROOM DU</u>	<u>[X]</u>

[TABLE 21.07-][8][4]: OFF-STREET PARKING][REQUIREMENTS BY LAND USE][SPACES REQUIRED] [("DU" = DWELLING UNIT; "SF" = SQUARE FEET; "GFA" = GROSS FLOOR AREA)]			
[USE CATEGORY]	[USE TYPE]	[MINIMUM SPACES REQUIRED]	[SEE LOADING SUBSECTION 21.07.090G.]
	SINGLE-FAMILY ATTACHED, TWO-FAMILY, AND TOWNHOUSE]	ADD 0.5 SPACES FOR EACH ADDITIONAL BEDROOM ADD 0.25 GUEST PARKING SPACES FOR EACH MULTIFAMILY DU WITH SINGLE-FAMILY OR TWO-FAMILY STYLE CONSTRUCTION ADD 0.15 GUEST PARKING SPACES FOR EACH MULTIFAMILY DU WITH TOWNHOUSE STYLE CONSTRUCTION ADD 0.10 GUEST PARKING SPACES FOR EACH MULTIFAMILY DU, WITH A MINIMUM OF 1 GUEST SPACE ADD 0.10 GUEST PARKING SPACES FOR EACH MIXED-USE DU, WITH A MINIMUM OF 1 GUEST SPACE]	
	[DWELLING, SINGLE-FAMILY DETACHED]	[2 PER DU UP TO 2,400 SQUARE FEET; 3 PER DU OVER 2,400 SQUARE FEET, INCLUDING ANY UNFINISHED AREA WHICH MAY BE CONVERTED TO LIVING AREA]	
	[ACCESSORY DWELLING UNIT (ADU)]	[SEE SUBSECTION 21.05.070D.]	
	[ALL OTHER HOUSEHOLD LIVING USES]	[2 PER DU]	
[GROUP LIVING]	[ASSISTED LIVING FACILITY (9+ CLIENT CAPACITY)]	[1 PER 4 BEDS PLUS 1 PER 350 SF OF OFFICE AREA PLUS REQUIREMENT FOR DWELLING, IF LOCATED IN A DWELLING]	[X]
	[CORRECTIONAL COMMUNITY RESIDENTIAL CENTER]	[1 PER 2,000 SF GFA]	[X]
	[HABILITATIVE CARE FACILITY]	[1 PER 400 SF GFA, AND 1 PASSENGER LOADING SPACE, RESERVED FOR PICKUP AND DELIVERY OF ADULTS, PER 800 SF GFA]	[X]
	[ROOMINGHOUSE]	[0.6 PER GUESTROOM]	[X]
	[TRANSITIONAL LIVING FACILITY]	[1 PER 2 BEDS PLUS 1 PER 4 PERSONS IN PRINCIPAL ASSEMBLY AREA BASED ON MAXIMUM OCCUPANCY PROVISIONS OF AMC TITLE 23]	[X]
[COMMUNITY USES]			
[ADULT CARE]	[ADULT CARE FACILITY, 3-8 PERSONS]	[1 PER 400 SF GFA, AND 1 PASSENGER LOADING SPACE, RESERVED FOR PICKUP AND DELIVERY OF ADULTS, PER 2,000 SF GFA (PLUS REQUIREMENT FOR PRINCIPAL USE, IF APPROVED AS ACCESSORY USE)]	
	[ADULT CARE FACILITY, 9+ PERSONS]	[1 PER 400 SF GFA, AND 1 PASSENGER LOADING SPACE, RESERVED FOR PICKUP AND DELIVERY OF ADULTS, PER 2,000 SF GFA]	[X]
[CHILD CARE]	[CHILD CARE HOME]	[NO ADDITIONAL REQUIREMENTS BEYOND THOSE REQUIRED FOR THE DWELLING UNIT IF THE ESTABLISHMENT IS FOR FEWER THAN 9 CHILDREN AND IS NOT LOCATED IN A DWELLING, THEN THE REQUIREMENT IS AS PROVIDED IN SUBSECTION 21.07.090E.2.]	
	[CHILD CARE CENTER, 9-15 CHILDREN]	[1 SPACE IN ADDITION TO WHAT IS REQUIRED FOR THE DWELLING]	

[TABLE 21.07-][8][4]: OFF-STREET PARKING][REQUIREMENTS BY LAND USE][SPACES REQUIRED] [["DU" = DWELLING UNIT; "SF" = SQUARE FEET; "GFA" = GROSS FLOOR AREA]]			
[USE CATEGORY]	[USE TYPE]	[MINIMUM SPACES REQUIRED]	[SEE LOADING SUBSECTION 21.07.090G.]
	[CHILD CARE CENTER, MORE THAN 15 CHILDREN]	[1 PER 400 SF GFA, AND 1 PASSENGER LOADING SPACE, RESERVED FOR PICKUP AND DELIVERY OF CHILDREN, PER 800 SF GFA]	
[COMMUNITY SERVICE]	[CEMETERY OR MAUSOLEUM]	[SEE SUBSECTION 21.07.090E.3.]	
	[COMMUNITY CENTER OR RELIGIOUS ASSEMBLY]	[1 PER 5 PERSONS IN PRINCIPAL ASSEMBLY AREA BASED ON MAXIMUM OCCUPANCY PROVISIONS OF AMC TITLE 23]	[X]
	[CREMATORIUM]	[1 PER 4 PERSONS IN THE MAIN CHAPEL BASED ON MAXIMUM OCCUPANCY PROVISIONS OF AMC TITLE 23]	
	[FAMILY SELF-SUFFICIENCY SERVICE]	[1 PER 300 SF GFA]	
	[GOVERNMENT ADMINISTRATION AND CIVIC BUILDINGS]	[1 PER 300 SF GFA]	[X]
	[HOMELESS AND TRANSIENT SHELTER]	[1 PER 300 SF ADMINISTRATIVE AREA, AND 1 PER 20 PILLOWS]	
	[NEIGHBORHOOD RECREATION CENTER]	[SEE SUBSECTION 21.07.090E.3.]	
	[SOCIAL SERVICE FACILITY]	[1 PER 300 SF GFA]	
[CULTURAL FACILITY]	[AQUARIUM]	[1 PER 500 SF GFA]	[X]
	[BOTANICAL GARDENS]	[SEE SUBSECTION 21.07.090E.3.]	[X]
	[LIBRARY]	[1 PER 400 SF GFA]	[X]
	[MUSEUM OR CULTURAL CENTER]	[1 PER 400 SF GFA]	[X]
	[ZOO]	[1 PER 5,000 SF OF SITE AREA]	[X]
	[ALL OTHER USES]	[1 PER 400 SF GFA OR 1 PER 10,000 SF OF SITE AREA FOR OUTDOOR USES]	[X]
[EDUCATIONAL FACILITY]	[BOARDING SCHOOL]	[SEE SUBSECTION 21.07.090E.3.]	[X]
	[COLLEGE AND UNIVERSITY]	[SEE SUBSECTION 21.07.090E.3.]	[X]
	[COMPUTER-AIDED LEARNING CENTER]	[1 PER 300 SF OF ENCLOSED FLOOR SPACE]	[X]
	[ELEMENTARY SCHOOL AND MIDDLE SCHOOL]	[1 PER 6 STUDENTS, BASED ON STATE OF ALASKA EED CAPACITY PROVISIONS]	[X]
	[HIGH SCHOOL]	[6 PER CLASSROOM WHERE THE TRAFFIC ENGINEER HAS REASON TO BELIEVE THAT, BASED ON SIMILAR OR COMPARABLE SCHOOLS, PARKING STUDY DATA, OR OTHER INFORMATION, THAT PARKING DEMAND FOR THE PROPOSED HIGH SCHOOL DEVELOPMENT IS LIKELY TO EXCEED THE REQUIREMENT, THE TRAFFIC ENGINEER MAY REQUIRE UP TO 1 PARKING SPACE PER 3 STUDENTS, BASED ON STATE OF ALASKA EED CAPACITY PROVISIONS.]	[X]

[TABLE 21.07-][8][4]: OFF-STREET PARKING][REQUIREMENTS BY LAND USE][SPACES REQUIRED] [["DU" = DWELLING UNIT; "SF" = SQUARE FEET; "GFA" = GROSS FLOOR AREA]]			
[USE CATEGORY]	[USE TYPE]	[MINIMUM SPACES REQUIRED]	[SEE LOADING SUBSECTION 21.07.090G.]
	[INSTRUCTIONAL SERVICES]	[6 PER CLASSROOM, PLUS 1 PER 300 SQUARE FEET OF DANCE OR OTHER TRAINING AREA]	[X]
	[VOCATIONAL OR TRADE SCHOOL]	[1 PER 2 STUDENTS BASED ON MAXIMUM OCCUPANCY PROVISIONS OF AMC TITLE 23]	[X]
[HEALTH CARE FACILITY]	[HEALTH SERVICES, INCLUDING OUTPATIENT MEDICAL AND DENTAL OFFICES, CO-LOCATED WITH A HOSPITAL/ HOSPITAL CAMPUS OTHER HEALTH SERVICES, INCLUDING OUTPATIENT MEDICAL AND DENTAL OFFICES]	[1 PER 250 SF GFA] [1 PER 300 SF GFA]	[X]
	[HOSPITAL/ HEALTH CARE FACILITY]	[1 PER 2 BEDS, BASED ON MAXIMUM CAPACITY, PLUS 1 PER 350 SF OF OFFICE AND ADMINISTRATIVE AREA]	[X]
	[NURSING FACILITY]	[1 PER 4 BEDS, BASED UPON MAXIMUM CAPACITY.]	[X]
[PARK AND OPEN AREA]	[COMMUNITY GARDEN]	[1 PER 5,000 SF OF LOT AREA]	
	[PARK, PUBLIC OR PRIVATE]	[SEE SUBSECTION 21.07.090E.3. PLAYFIELDS (SOCCER, BASEBALL, ETC.) SHALL HAVE MINIMUM OF 25 SPACES PER FIELD, UNLESS OTHERWISE APPROVED BY THE TRAFFIC ENGINEER, FOR UP TO FOUR FIELDS. FACILITIES WITH MORE THAN FOUR FIELDS SHALL BE SUBJECT TO THE DETERMINATION OF THE TRAFFIC ENGINEER.]	
[PUBLIC SAFETY FACILITY]	[ALL USES]	[SEE SUBSECTION 21.07.090E.3.]	
[TRANSPORTATION FACILITY]	[ALL USES]	[SEE SUBSECTION 21.07.090E.3.]	[X]
[UTILITY FACILITY]	[UTILITY FACILITY]	[1 PER 1,000 SF GFA]	[X]
	[UTILITY SUBSTATION, WIND ENERGY CONVERSION SYSTEM]	[SEE SUBSECTION 21.07.090E.3.]	
[COMMUNICATION STRUCTURES]	[ALL USES]	[NONE]	
[COMMERCIAL USES]			
[AGRICULTURAL USES]	[COMMERCIAL HORTICULTURE]	[SEE SUBSECTION 21.07.090E.3.]	[X]

[TABLE 21.07-][8][4]: OFF-STREET PARKING][REQUIREMENTS BY LAND USE][SPACES REQUIRED] [["DU" = DWELLING UNIT; "SF" = SQUARE FEET; "GFA" = GROSS FLOOR AREA]]			
[USE CATEGORY]	[USE TYPE]	[MINIMUM SPACES REQUIRED]	[SEE LOADING SUBSECTION 21.07.090G.]
[ANIMAL SALES, SERVICE & CARE]	[ANIMAL BOARDING]	[1 PER 800 SF GFA]	
	[ANIMAL SHELTER]	[1 PER 400 SF GFA]	
	[LARGE DOMESTIC ANIMAL FACILITY, PRINCIPAL USE]	[1 PER 4 SEATS OR 1 PER STALL, WHICHEVER IS GREATER]	
	[RETAIL AND PET SERVICES]	[1 PER 350 SF GFA]	[X]
	[VETERINARY CLINIC]	[1 PER 600 SF GFA]	[X]
[ASSEMBLY]	[CIVIC/CONVENTION CENTER]	[1 PER 4 PERSONS IN ASSEMBLY AREAS BASED ON MAXIMUM OCCUPANCY PROVISIONS OF AMC TITLE 23]	[X]
	[CLUB/LODGE/MEETING HALL]	[1 PER 4 PERSONS IN ASSEMBLY AREAS BASED ON MAXIMUM OCCUPANCY PROVISIONS OF AMC TITLE 23.]	[X]
[ENTERTAINMENT AND RECREATION]	[AMUSEMENT ESTABLISHMENT BOWLING ALLEY BINGO PARLOR INDOOR SHOOTING RANGE]	[INDOOR ENTERTAINMENT FACILITY: 1 PER 300 SF GFA 4 PER BOWLING LANE 1 PER 4 PERSONS IN ASSEMBLY AREAS BASED ON MAXIMUM OCCUPANCY PROVISIONS OF AMC TITLE 23. 1 PER TARGET AREA, OR 1 PER 5 SEATS, WHICHEVER IS GREATER]	
	[ENTERTAINMENT FACILITY, MAJOR]	[SEE SUBSECTION 21.07.090E.3.]	[X]
	[FITNESS AND RECREATIONAL SPORTS CENTER]	[1 PER 300 SF GFA]	[X]
	[GENERAL OUTDOOR RECREATION, COMMERCIAL]	[SEE SUBSECTION 21.07.090E.3.]	
	[GOLF COURSE]	[4 PER GREEN]	
	[GOLF DRIVING RANGE]	[0.5 PER TEE]	
	[MOTORIZED SPORTS FACILITY]	[1 PER 2 SPECTATOR SEATS IN A STRUCTURE SUCH AS A GRANDSTAND, STADIUM; OR 1 PER 2,000 SF OF SITE AREA; WHICHEVER IS GREATER]	[X]
	[MOVIE THEATER]	[1 PER 4 PERSONS BASED ON MAXIMUM OCCUPANCY PROVISIONS OF AMC TITLE 23]	[X]
	[NIGHTCLUB]	[1 PER 3 PERSONS BASED ON MAXIMUM CAPACITY UNDER PROVISIONS OF AMC TITLE 23]	[X]
	[SHOOTING RANGE, OUTDOOR]	[1 PER TARGET AREA, OR 1 PER 5 SEATS, WHICHEVER IS GREATER]	
	[SKIING FACILITY, ALPINE]	[SEE SUBSECTION 21.07.090E.3.]	
	[THEATER COMPANY OR DINNER THEATER]	[1 PER 4 PERSONS BASED ON MAXIMUM CAPACITY UNDER PROVISIONS OF AMC TITLE 23]	[X]
[FOOD AND BEVERAGE SERVICE]	[BAR]	[1 PER 100 SF GFA]	[X]
	[FOOD AND BEVERAGE KIOSK]	[0 PER ESTABLISHMENT, PLUS VEHICLE QUEUING SPACES]	

[TABLE 21.07-][8][4]: OFF-STREET PARKING][REQUIREMENTS BY LAND USE][SPACES REQUIRED] [("DU" = DWELLING UNIT; "SF" = SQUARE FEET; "GFA" = GROSS FLOOR AREA)]			
[USE CATEGORY]	[USE TYPE]	[MINIMUM SPACES REQUIRED]	[SEE LOADING SUBSECTION 21.07.090G.]
	[RESTAURANT]	[1 PER 100 SF GFA FOR SEATING AREA 1 PER 125 SF GFA FOR DRIVE-THROUGH RESTAURANTS SEATING AREA (PLUS VEHICLE QUEUING SPACES) 1 PER 400 SF GFA FOR KITCHEN AREA 1 PER 1000 SF GFA FOR STORAGE AREA]	[X]
[OFFICE]	[BROADCASTING FACILITY]	[1 PER 350 SF GFA]	
	[FINANCIAL INSTITUTION]	[1 PER 350 SF GFA (PLUS VEHICLE QUEUING SPACES IF DRIVE-THROUGH IS PROVIDED)]	[X]
	[OFFICE, BUSINESS OR PROFESSIONAL]	[1 PER 350 SF GFA]	[X]
[PERSONAL SERVICE, REPAIR, AND RENTAL]	[BUSINESS SERVICE ESTABLISHMENT]	[1 PER 500 SF GFA]	[X]
	[FUNERAL SERVICES]	[1 PER 4 PERSONS IN MAIN ASSEMBLY AREAS BASED ON MAXIMUM OCCUPANCY PROVISIONS OF AMC TITLE 23]	[X]
	[GENERAL PERSONAL SERVICES]	[1 PER 400 SF GFA]	[X]
	[SMALL EQUIPMENT RENTAL]	[1 PER 400 SF GFA]	[X]
[RETAIL SALES]	[AUCTION HOUSE]	[1 PER 300 SF GFA]	[X]
	[BUILDING MATERIALS STORE]	[1 PER 600 SF GFA AND OUTDOOR DISPLAY AREA]	[X]
	[CONVENIENCE STORE]	[1 PER 350 SF GFA]	[X]
	[FARMERS MARKET]	[SEE SUBSECTION 21.07.090E.3.]	
	[FUELING STATION]	[1 PER ATTENDANT FOR STAND-ALONE FUELING STATIONS; ALSO REFER TO SUBSECTION 21.07.090L.2. FOR QUEUING REQUIREMENT]	
	[FURNITURE AND HOME APPLIANCE STORE]	[1 PER 800 SF GFA]	[X]
	[GENERAL RETAIL]	[1 PER 350 SF GFA]	[X]
	[GROCERY OR FOOD STORE]	[1 PER 250 SF GFA]	[X]
	[LIQUOR STORE]	[1 PER 400 SF GFA]	[X]
	[PAWNSHOP]	[1 PER 350 SF GFA]	[X]
[VEHICLES AND EQUIPMENT]	[AIRCRAFT AND MARINE VESSEL SALES]	[1 PER 7,000 SF OUTDOOR DISPLAY/SALES AREA; 1 PER 400 SF INDOOR FLOOR AREA]	[X]
	[VEHICLE PARTS AND SUPPLIES]	[1 PER 400 SF GFA; 1 PER 7,000 SF OUTDOOR DISPLAY/SALES AREA]	[X]
	[VEHICLE – LARGE AND SMALL, SALES VEHICLE – LARGE AND SMALL, RENTAL]	[1 PER 7,000 SF OUTDOOR DISPLAY/SALES AREA; 1 PER 400 SF INDOOR FLOOR AREA 1 PER 400 SF OF INDOOR FLOOR AREA]	[X]

[TABLE 21.07-][8][4]: OFF-STREET PARKING][REQUIREMENTS BY LAND USE][SPACES REQUIRED] [("DU" = DWELLING UNIT; "SF" = SQUARE FEET; "GFA" = GROSS FLOOR AREA)]			
[USE CATEGORY]	[USE TYPE]	[MINIMUM SPACES REQUIRED]	[SEE LOADING SUBSECTION 21.07.090G.]
	[VEHICLE SERVICE AND REPAIR, MAJOR AND MINOR]	[0.5 PER CAR WASH BAY; 4 PER OTHER SERVICE BAY (PROVIDED THAT ALL VEHICLES IN CUSTODY OF OPERATOR OF BUSINESS FOR PURPOSE OF SERVICE, REPAIR OR STORAGE SHALL BE STORED ON PREMISES OR ON A SEPARATE OFF-STREET PARKING LOT OR BUILDING)]	
[VISITOR ACCOMMODATIONS]	[CAMPER PARK]	[1 SPACE PER 10 RECREATIONAL VEHICLE OR TENT CAMPING SPACES]	
	[EXTENDED-STAY LODGINGS]	[1 PER GUESTROOM OR ONE BEDROOM UNIT; 1.25 PER TWO BEDROOM UNIT; 1.5 PER THREE BEDROOM OR MORE UNIT; PLUS 1 PER 4 PERSONS IN MEETING ROOMS BASED ON MAXIMUM OCCUPANCY PROVISIONS OF AMC TITLE 23.]	[X]
	[HOSTEL]	[1 PER 600 SF GFA]	
	[HOTEL, MOTEL AND INN]	[0.9 PER GUESTROOM, PLUS 1 PER 4 PERSONS IN MEETING ROOMS BASED ON MAXIMUM OCCUPANCY PROVISIONS OF AMC TITLE 23.]	[X]
	[RECREATIONAL AND VACATION CAMP]	[SEE SUBSECTION 21.07.090E.3.]	
[MARIJUANA USES]			
[MARIJUANA USES]	[MARIJUANA CULTIVATION FACILITY]	[1 PER 1,000 SF GFA]	[X]
	[MARIJUANA MANUFACTURING FACILITY]	[1 PER 400 SF GFA]	[X]
	[MARIJUANA TESTING FACILITY]	[1 PER 350 SF GFA]	
	[MARIJUANA RETAIL SALES ESTABLISHMENT]	[1 PER 350 SF GFA]	[X]
[INDUSTRIAL USES ¹¹]			
[INDUSTRIAL SERVICE ¹¹]	[DATA PROCESSING FACILITY]	[1 PER 1,000 SF GFA]	[X]
	[DRY CLEANING ESTABLISHMENT]	[1 PER 750 SF DRY CLEANING PLANT AREA PLUS 1 PER 600 SF OF CUSTOMER SERVICE AREA]	[X]
	[GENERAL INDUSTRIAL SERVICE, CONTRACTOR AND SPECIAL TRADES, LIGHT]	[1,000-3,000 SF GFA: 1 PER 750 SF GFA; ADD 1 SPACE PER EACH 1,000 SF GFA ABOVE 3,000 SF GFA, UP TO 5,000 SF GFA; ADD 1 SPACE PER EACH 1,500 SF GFA ABOVE 5,000 SF GFA, UP TO 50,000 SF GFA; ADD 1 SPACE PER EACH 2,000 SF GFA ABOVE 50,000 SF GFA]	[X]
	[GOVERNMENTAL SERVICE]	[1 PER 600 SF GFA]	[X]
	[HEAVY EQUIPMENT, SALES AND RENTAL]	[1 PER 400 SF INDOOR FLOOR AREA]	[X]
	[RESEARCH LABORATORY]	[1 PER 350 SF GFA]	[X]

[TABLE 21.07-][8][4]: OFF-STREET PARKING][REQUIREMENTS BY LAND USE][SPACES REQUIRED] [["DU" = DWELLING UNIT; "SF" = SQUARE FEET; "GFA" = GROSS FLOOR AREA]]			
[USE CATEGORY]	[USE TYPE]	[MINIMUM SPACES REQUIRED]	[SEE LOADING SUBSECTION 21.07.090G.]
[MANUFACTURING AND PRODUCTION ¹¹]	[COMMERCIAL FOOD PRODUCTION]	[1 PER 400 SF GFA FOR CATERING; 1 PER 800 SF GFA FOR FOOD PROCESSING]	[X]
	[COTTAGE CRAFTS]	[1 PER 600 SF GFA]	
	[MANUFACTURING (GENERAL, HEAVY, AND LIGHT)]	[1,000-3,000 SF GFA: 1 PER 750 SF GFA; ADD 1 SPACE PER EACH 1,000 SF GFA ABOVE 3,000 SF GFA, UP TO 5,000 SF GFA; ADD 1 SPACE PER EACH 1,500 SF GFA ABOVE 5,000 SF GFA,]	[X]
	[NATURAL RESOURCE EXTRACTION]	[SEE SUBSECTION 21.07.090E.3.]	
[MARINE FACILITY ¹¹]	[AQUACULTURE]	[SEE SUBSECTION 21.07.090E.3.]	
	[FACILITY FOR COMBINED MARINE AND GENERAL CONSTRUCTION]	[SEE SUBSECTION 21.07.090E.3.]	
	[MARINE OPERATIONS]	[SEE SUBSECTION 21.07.090E.3.]	
	[MARINE WHOLESALING]	[1 PER 800 SF GFA]	[X]
[WAREHOUSE AND FREIGHT MOVEMENT ¹¹]	[BULK STORAGE OF HAZARDOUS MATERIALS]	[SEE SUBSECTION 21.07.090E.3.]	
	[IMPOUND YARD]	[1 PER 500 SF GFA, PLUS 1 PER 5,000 SF OF OUTDOOR STORAGE AREA]	
	[MOTOR FREIGHT TERMINAL]	[SEE WAREHOUSE OR WHOLESALE ESTABLISHMENT]	[X]
	[SELF-STORAGE FACILITY]	[1 PER 75 SELF-STORAGE UNITS, PLUS VEHICLE QUEUING SPACES FOR SECURITY GATE. AISLES SUITABLE FOR TEMPORARY LOADING AND UNLOADING MAY BE COUNTED AS REQUIRED PARKING SPACES IN ACCORDANCE WITH TABLE 21.07-4 AS DETERMINED BY THE TRAFFIC ENGINEER. 1 PER 75 VEHICLE/BOAT STORAGE SPACES]	[X]
	[STORAGE YARD]	[1 PER 2,000 SF OF OUTDOOR STORAGE AREA]	
	[WAREHOUSE OR WHOLESALE ESTABLISHMENT, GENERAL OR LIGHT]	[1,000-10,000 SF GFA: 1 PER 1,000 SF GFA; ADD 1 SPACE PER EACH 1,250 SF GFA ABOVE 10,000 SF GFA, UP TO 50,000 SF GFA; ADD 1 SPACE PER EACH 1,500 SF GFA ABOVE 50,000 SF GFA,]	[X]
[WASTE AND SALVAGE]	[ALL USES]	[SEE SUBSECTION 21.07.090E.3.]	
<p>[NOTES:</p> <p>¹¹ THE OFF-STREET PARKING REQUIREMENTS FOR INDUSTRIAL USES IN THIS SCHEDULE A SHALL NOT INCLUDE SPACE DEVOTED TO OFFICE OR OTHER NON-INDUSTRIAL RELATED USE. WHERE A WAREHOUSING OR INDUSTRIAL FACILITY CONTAINS OFFICE OR OTHER NON-INDUSTRIAL RELATED USE, OFF-STREET PARKING FOR SUCH SPACES SHALL BE COMPUTED USING THE REQUIREMENTS SET FORTH IN THIS TABLE.]</p>			

1
2
3
4

[4][3]. [USES NOT LISTED OR THAT HAVE NO SPECIFIC REQUIREMENT. IN THE CASE OF A USE OR CATEGORY OF USES NOT LISTED IN TABLE 21.07-4, OR THAT IS

LISTED WITHOUT A SPECIFIC PARKING REQUIREMENT, THE REQUIREMENTS FOR OFF-STREET PARKING FACILITIES SHALL BE DETERMINED BY THE DIRECTOR AND THE TRAFFIC ENGINEER. SUCH DETERMINATION SHALL BE BASED UPON THE REQUIREMENTS FOR THE USE SPECIFIED IN TABLE 21.07-4 THAT IS MOST NEARLY COMPARABLE TO THE UNSPECIFIED USE, TRAFFIC ENGINEERING PRINCIPLES, AND/OR PARKING STUDIES. ANY PARKING STUDY PREPARED BY THE APPLICANT SHALL INCLUDE ESTIMATES OF PARKING DEMAND BASED ON RECOMMENDATIONS OF THE INSTITUTE OF TRANSPORTATION ENGINEERS (ITE), OR OTHER ACCEPTABLE ESTIMATES AS APPROVED BY THE TRAFFIC ENGINEER, AND SHALL INCLUDE OTHER RELIABLE DATA COLLECTED FROM USES OR COMBINATIONS OF USES THAT ARE THE SAME AS OR COMPARABLE WITH THE PROPOSED USE. COMPARABILITY SHALL BE DETERMINED BY DENSITY, SCALE, BULK, AREA, TYPE OF ACTIVITY, AND LOCATION. THE STUDY SHALL DOCUMENT THE SOURCE OF DATA USED TO DEVELOP THE RECOMMENDATIONS.]

(Note to Code Revisor: The content of the following subsection 21.07.090E.4. was not included in AO 2022-80. It is included in the S-Version and amended as shown below. It is re-numbered to 21.07.090E.2.)

[5][4]. *Maximum number of spaces permitted.*

- a. *Purpose.* The purpose of this subsection is to establish an upper limit on the number of parking spaces allowed **[IN ORDER]** to promote efficient use of land, enhanced urban design, a safe and walkable pedestrian environment, alternative modes of transportation, and to protect air and water quality. Exceptions and flexibility procedures are provided where the required limit on the number of parking spaces is problematic for a certain use.
- b. *Applicability.* For any use categorized as a community or commercial use in table 21.05-1, Table of Allowed Uses, the maximum number of off-street vehicle parking spaces shall be as provided below. Temporary parking, the uses “parking lot, principal use” and “parking structure, principal use”, and uses in the Educational Facility, Parks and Open Areas, Transportation Facility, and Utility Facility use categories are exempt.

- 1 c. *Maximum Number of Spaces.* Developments
2 **shall[MAY]** provide a maximum of one parking space
3 per 250 square feet of gross floor area, **except as**
4 **provided in e[, OR 125 PERCENT OF THE MINIMUM**
5 **NUMBER OF PARKING SPACES REQUIRED IN**
6 **TABLE 21.07-4, WHICHEVER IS GREATER]**.
7
8 d. *Increased Landscaping in Large Parking Lots.*
9 Development sites with more than 200 parking spaces
10 **[REQUIRED IN TABLE 21.07-4 AND THAT ARE**
11 **PROPOSED BY THE APPLICANT TO HAVE AT**
12 **LEAST 25 PERCENT MORE THAN THE MINIMUM**
13 **NUMBER OF PARKING SPACES REQUIRED IN**
14 **TABLE 21.07-4]** shall increase the overall amount of
15 area devoted to parking lot interior landscaping area to
16 an area equal to at least 12 percent of the parking lot,
17 including parking, internal circulation, and appurtenant
18 driveways. This shall apply to uses which utilize the
19 exceptions offered in subsection **2[4].e.** below.
20
21 e. *Exceptions.*
22
23 i. Restaurants **[WITHOUT A DRIVE-THROUGH],**
24 dinner theaters, and bars may provide up to **one**
25 **parking space per 100 square feet of gross**
26 **floor area [200 PERCENT OF THE MINIMUM**
27 **NUMBER OF PARKING SPACES REQUIRED**
28 **IN TABLE 21.07-4].** **Health services uses**
29 **may provide up to one parking space per 200**
30 **square feet of gross floor area. Community**
31 **centers, religious assemblies,**
32 **crematoriums, assembly uses, and**
33 **entertainment and recreation uses may**
34 **provide a maximum of 1 parking space per 3**
35 **seats or persons in the principal assembly**
36 **area based on the maximum occupancy**
37 **provisions of AMC Title 23.**
38
39 ii. If application of the maximum parking standard
40 would result in fewer than six parking spaces,
41 the development shall be allowed six parking
42 spaces.
43
44 iii. Exceptions to the maximum parking
45 requirement may be allowed by the traffic
46 engineer and the director in situations that meet
47 all of the following criteria:
48

(A) The applicant provides a parking demand study of similar sites in the municipality that demonstrates that parking demand cannot be accommodated within the maximum number of parking spaces allowed or through **[ANY OF THE AVAILABLE] parking congestion reduction strategies [AND ALTERNATIVES]** such as on-street parking, shared parking with nearby uses, or incentives for alternatives to single-occupancy vehicle use; and

(B) The request is the minimum necessary variation from the standards.

[6][5]. [PARKING LOCATION. EXCEPT AS PROVIDED IN SUBSECTION 21.07.090F., ALL REQUIRED PARKING SHALL BE ON THE SAME LOT AS THE USE SERVED.] [HOWEVER, REQUIRED PARKING MAY BE ON AN ABUTTING OR ADJACENT LOT PROVIDED THE ZONING DISTRICT IN WHICH THE LOT IS LOCATED ALLOWS FOR OFF-STREET PARKING AS A PERMITTED PRINCIPAL USE, SITE PLAN REVIEW USE, OR CONDITIONAL USE; IN WHICH CASE THERE SHALL BE A PARKING AGREEMENT WHICH MEETS THE REQUIREMENTS OF SUBSECTION F.1. BELOW.]

[7. REQUIREMENTS FOR DEVELOPMENTS IN PARKING BENEFIT DISTRICTS
THE FOLLOWING AREA-SPECIFIC PARKING REGULATIONS APPLY TO ALL DEVELOPMENTS LOCATED IN PARKING BENEFIT DISTRICTS ESTABLISHED PURSUANT TO TITLE 9:

A. NO OFF-STREET PARKING IS REQUIRED, EXCEPT THAT ACCESSIBLE (ADA) PARKING SPACES REQUIRED BY 21.07.090J. SHALL BE PROVIDED.

B. DEVELOPMENT PROJECTS THAT RESULT IN 10 OR MORE DWELLING UNITS, NEW CONSTRUCTION OF 10,000 OR MORE SQUARE FEET OF GROSS FLOOR AREA, OR BUILDING RENOVATIONS INVOLVING A CHANGE OF USE OF 50,000 OR MORE SQUARE FEET OF NON-RESIDENTIAL GROSS FLOOR AREA, SHALL PROVIDE ONE OR MORE PARKING REDUCTION STRATEGIES FROM SUBSECTION 21.07.090F. STRUCTURED PARKING, INDUSTRIAL USES, AND

**AFFORDABLE HOUSING UNITS THAT MEET
21.07.110F., ARE EXEMPT FROM THIS
REQUIREMENT.**

**I. THE APPLICANT SHALL SELECT PARKING
REDUCTION STRATEGIES FROM
SUBSECTION 21.07.090F.1., TABLE 21.07-9
THAT AMOUNT TO A TOTAL REDUCTION
OF AT LEAST 10 PERCENT USING THE
“REDUCTION AMOUNT” COLUMN IN TABLE
21.07-9. THE TOTAL REDUCTION
REQUIRED SHALL INCREASE AN
ADDITIONAL 1 PERCENT FOR EACH 10
OFF-STREET PARKING SPACES NOT USED
FOR A PARKING REDUCTION STRATEGY IN
THE DEVELOPMENT. IN NO CASE SHALL
THE TOTAL REDUCTION BE REQUIRED TO
EXCEED 25 PERCENT.**

**II. THE REQUIREMENTS OF 21.07.090F. FOR
RECEIVING PARKING REDUCTIONS APPLY.**

**III. THE APPLICANT MAY PROPOSE
STRATEGIES NOT INCLUDED IN TABLE
21.07-9, SUBJECT TO 21.07.090F.8,
DISCRETIONARY PARKING REDUCTIONS.]**

**F. Parking *usage* reductions; [AND] alternative *transportation*
incentives.**

**1. Purpose. Incentivize and improve access to walking,
bicycling, ride-sharing, and public transit for residents,
employees, and visitors of developments, in order to:**

- a. Save development costs through less parking;**
- b. Support efficient use of land and development;**
- c. Relieve traffic and parking congestion; and**
- d. Reduce parking conflicts between neighbors.**

**2. Applicability. This subsection is effective beginning
January 1, 2024, and applies to multifamily developments
with 20 or more dwelling units, and commercial and
community service developments of 20,000 or more
square feet of gross floor area. Affordable housing units
and senior housing units are exempt.**

- 3. Standard. Applicants shall select one choice from the alternative transportation incentives in Table 21.07-4, or propose an alternative under subsection 4.**

Table 21.07-4: Alternative Transportation Amenities and Incentives	
Parking Management	
<u>Unbundled Parking</u>	<u>Off-street parking for the use consists only of unbundled parking as defined in 21.15.040.</u>
<u>Parking Cash-out</u>	<u>The non-residential use implements a parking cash-out program as defined in 21.15.040 and informs all employees of the program.</u>
Pedestrian Amenities	
<u>Additional Bicycle Parking</u>	<u>The development provides twice the number of bicycle parking spaces required by subsection 21.07.090K.</u>
<u>Pedestrian Amenities</u>	<u>The development provides two of the following pedestrian amenities from subsection 21.07.060F. that are not otherwise required for the development: primary pedestrian walkway, transit stop or shelter, pedestrian-interactive use, enhanced sidewalk.</u>
Transportation Programs	
<u>Rideshare Program</u>	<u>The non-residential use participates in a rideshare program that is available to all employees at no cost and provides designated and signed rideshare parking spaces that meet the passenger loading space standards of 21.07.090I.2.</u>
<u>Car Share Program</u>	<u>The residential use sponsors memberships to a car share program as defined in 21.15.040 that is available to all households and provides designated and signed car share spaces.</u>
<u>Free Transit Pass</u>	<u>The employer or property owner sponsors public transit passes cost-free to all employees or residents.</u>

- 4. Other alternatives. Applicants may propose a different amenity or incentive to reduce parking utilization or modify any of the strategies shown or in table 21.07-4, subject to approval by the traffic engineer and planning director.**

- 5. Recorded agreement. The property owner shall enter into a recorded agreement with the municipality that guarantees the maintenance and continuation of the alternative transportation amenity or incentive. The Municipality shall provide the format (template) for the agreement and record the agreement at the district recorder's office as a covenant that runs with the land.**

(Note to Code Revisor: Delete the remainder of section 21.07.090F. in its entirety, as follows:)

[Parking reductions allowed. This subsection 21.07.090F. allows administrative reductions to.] [THE TRAFFIC ENGINEER AND DIRECTOR MAY APPROVE

REDUCTIONS AND ALTERNATIVES TO PROVIDING][THE
NUMBER OF OFF-STREET PARKING SPACES
REQUIRED BY][~~subsection 21.07.090E.~~][TABLE 21.07-4,
AND/OR TO THE CIRCULATION AND DIMENSIONAL
STANDARDS OF SUBSECTIONS H.8. AND H.9., IN
ACCORDANCE WITH THE FOLLOWING STANDARDS.][
~~Developments are allowed to apply the reductions
shown in Table 21.07-9, provided the following:~~

- ~~a. The development meets the additional
requirements set forth in Table 21.07-9;~~
- ~~b. The property owner enters into a parking
agreement with the Municipality of Anchorage as
provided in 21.07.090F.2.;~~
- ~~c. Multiple parking reductions are calculated as
provided in F.3.;~~
- ~~d. Pedestrian access improvements are provided as
set forth in 21.07.090F.4.; and~~
- ~~e. Proposals for larger percentage reductions than
shown, that modify any of the provisions for the
reductions shown, or that propose other types of
parking reductions from those in in table 21.07-9,
may be approved subject to a discretionary review
and approval by the traffic engineer and director as
provided in subsection 21.07.090F.8.,
Discretionary Parking Reductions.]~~

Table 21.07-9: Parking Reductions and Alternatives

<u>Type of Reduction</u>	<u>Applicability</u>	<u>Additional Requirements</u>	<u>Reduction Amount</u>
[A. Shared Vehicle Programs: Participation in one or more of the shared vehicle programs below may substitute for required parking spaces, provided that information about the programs is available in a location visible to all residents and employees.]			
<u>Carpool Program</u>	<u>Non-residential uses</u>	<u>The employer or property owner sponsors a carpool program that is available to all employees and provides designated carpool parking spaces signed for exclusive use by the carpool program.</u>	<u>Each carpool space may count as two spaces toward meeting the minimum number of required parking spaces; up to a 2% reduction in the number of required parking spaces.</u>
<u>Rideshare Program</u>	<u>Non-residential uses</u>	<u>The employer or property owner participates in a rideshare program that is available to all employees at no cost and provides designated rideshare parking spaces that meet the passenger loading space dimensional standards of 21.07.090I.2. and are signed for</u>	<u>Each rideshare space may count as six spaces toward meeting the minimum number of required parking spaces; up to a 5% reduction in the number of required parking spaces.</u>

		<u>exclusive use by the rideshare program;</u>	
<u>Car-Share Program</u>	<u>Residential development sites located in the Neighborhood Development Contexts¹ or within ¼-mile of the centerline of a right-of-way of a public transit route with frequent service mapped in 21.07.015D.</u>	<u>The property owner sponsors memberships to an active car-share program for all households or group living residents on the site and provides designated car-share spaces that are signed for exclusive use.</u>	<u>Each carshare space may count as five spaces toward meeting the minimum number of required parking spaces, up to a 10% reduction in the number of required parking spaces.</u>
<u>Transit Pass Benefits</u>	<u>Any development site in the Neighborhood Development Contexts¹ or within ¼-mile of the centerline of a right-of-way of a public transit route with frequent service mapped in 21.07.015D.</u>	<u>The property owner sponsors public transit passes cost-free to all employees or residents.</u>	<u>10% reduction in the number of required parking spaces.</u>
<u>B. Pedestrian and Transit Amenities: Developments that provide improved conditions for walking and bicycling are eligible for reductions in the minimum number of required parking spaces, as provided below:</u>			
<u>Additional Bicycle Parking</u>	<u>Non-residential use, group living use, and any household living use with four or more dwelling units</u>	<u>The development provides more than the minimum number of required bicycle parking spaces. Each bicycle space meets the standards of 21.07.090K.4.</u>	<u>Each four bicycle parking spaces count as one automobile parking space, with a minimum allowed reduction of one space and a maximum of a 10% reduction in the number of required automobile parking spaces.</u>
<u>Enhanced On-Site Walkway</u>	<u>Any development site in the Neighborhood Development Contexts¹ or within ¼-mile of the centerline of a right-of-way of a public transit route with frequent service mapped in 21.07.015D.</u>	<u>The development provides an enhanced on-site walkway per 21.07.060G.3.</u>	<u>2% reduction in the number of required parking spaces</u>
<u>Enhanced Street Sidewalk</u>		<u>The development provides an enhanced street sidewalk per 21.07.060G.19.</u>	<u>2% reduction in the number of required parking spaces</u>
<u>Transit Stop or Shelter</u>	<u>Any use in the Neighborhood Development Contexts¹ or on a public transit route with frequent service mapped in 21.07.015D.</u>	<u>Based on a determination of need by the public transportation department, the development provides a public use easement or transit stop improvements per 21.07.060G.7.</u>	<u>2% reduction in the number of required parking spaces</u>
<u>Nearby Public Transit Route with frequent Service to a Transit-Supportive Development Corridor</u>	<u>Development sites located within one-half mile from the centerline of a right-of-way of a transit-supportive development corridor or a public transit route with frequent service shown on maps 21.07-1 to 21.07-4 in section 21.07.015D. This distance shall be measured on publicly accessible streets or trails.</u>	<u>The development site is located outside of the ¼-mile radius of the Transit-Supportive Development Corridor and is not within any other Neighborhood Development Context¹. The development meets the area-specific bicycle parking requirements in subsection 21.07.090K., Table 21.07-14.</u>	<u>10% reduction in the number of required parking spaces for sites located within 1,320 feet (1/4 mile) of the right-of-way centerline. 8% reduction for sites within 1,650 feet. 6% reduction for sites within 1,980 feet. 4% reduction for sites within 2,310 feet. 2% reduction for sites within 2,640 feet (half-mile).</u>

<u>Other Pedestrian Amenities</u>	<u>Any development site in the Neighborhood Development Contexts⁺ or within ¼-mile of the centerline of a right-of- way of a public transit route with frequent service mapped in 21.07.015D.</u>	<u>The development provides one or more additional pedestrian amenities from section 21.07.060G, not otherwise required by this title.</u>	<u>1% reduction in the number of required parking spaces for each pedestrian amenity.]</u>
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[Table 21.07-9: Parking Reductions and Alternatives]			
[Type of Reduction]	[Applicability]	[Additional Requirements]	[Reduction Amount]
*** (table continued from previous page)			
[C. Parking Pricing: Developments that offer the parking pricing strategies below are eligible for reductions in the minimum number of required parking spaces.			
Parking Cash-out	Non-residential uses	The use implements a parking cash-out program as defined in 21.15.040 and informs all employees of the program. The cash-out value of the parking space is allowed to be up to one-year in duration.	10% reduction in the number of required parking spaces.
Unbundled Parking	Household living uses and non-residential uses	All parking accessory to the use is unbundled parking as defined in 21.15.040, by which the parking spaces are leased or sold separately from the rental or purchase fees for the dwelling units or building space.	10% reduction in the number of required parking spaces.
D. Housing: Housing units with characteristics that reduce parking utilization are eligible for reductions in the minimum number of required parking spaces, as provided below.			
Affordable Rental Housing	Household living uses	Rental housing units that meet the standards of 21.07.110G., Standards for Affordable Housing, are rented at rates affordable to lower income households.	Each affordable dwelling unit is eligible for a 25% reduction in the number of required parking spaces.
Senior Housing	Residential uses	Housing that meets the definition of senior housing (21.15.040) and is solely occupied by persons 62 years or older.	Each senior housing unit is eligible for a 25% reduction in the number of required parking spaces.
E. Shared and Off-site Parking Facilities: Properties that utilize off-site parking facilities or shared parking between uses are eligible for reductions to the minimum number of required parking spaces, as provided below.			
Shared Parking		See section 21.07.090F.5.	
Off-site Parking		See section 21.07.090F.6.	
Nearby Public Parking		See section 21.07.090F.7.	
F. Prioritization of Other Goals: Developments with the following public benefit features are eligible for a reduction in the minimum number of parking spaces, as follows:			
Land Banking	Any development that sets aside an area to provide for the future construction of deferred parking spaces.	The area set aside is landscaped with site enhancement landscaping or pedestrian amenities. The applicant provides an alternate site plan for approval that accommodates the deferred parking, landscaping, pedestrian facilities, and other site elements that would be required by this title without the land banking.	The development may set aside the land area that would otherwise be needed in order to provide up to 25% of the number of required parking spaces.
Adaptive Reuse of Older Buildings	Any use located in the Neighborhood Development Contexts ¹ , except not drive-through service or vehicle-related uses.	The development is a building expansion, alteration, or change of use, in an existing building that was originally permitted prior to June 13, 1978. The development does not convert housing units to non-residential uses.	Exemption from the first 10 percent increase in the total number of spaces required on the development site, for a maximum allowed exemption of five parking spaces. A parking reduction for adaptive reuse shall be used only once per individual building.
Historic and Cultural Landmark Preservation	Any use that involves preservation of a landmark listed in the Anchorage local landmarks register.	The development does not decrease the number of parking spaces that existed on the site as of [effective date of this ordinance] to	25% reduction in the number of required parking spaces.

		<u>less than the number otherwise required by this title.</u>	
⁴ <u>Neighborhood Development Contexts include the Traditional Urban Neighborhood, Edge Urban Neighborhood, and Transit-Supportive Development Context areas delineated in section 21.15.015.</u>			

[2][1][.] [Parking agreements.] [A][H] PARKING REDUCTION][s] [OR ALTERNATIVE SHALL] [REQUIRE A WRITTEN PARKING AGREEMENT BETWEEN THE PROPERTY OWNER(S) AND THE MUNICIPALITY][, subject to the following standards:] [EXCEPT WHERE EXPRESSLY STATED OTHERWISE.]

[A. RECORDATION. THE MUNICIPALITY SHALL RECORD THE PARKING AGREEMENT AT THE DISTRICT RECORDER'S OFFICE AS A COVENANT THAT RUNS WITH THE LAND AND IS BINDING ON THE OWNER AND ALL SUCCESSORS AND ASSIGNS FOR AS LONG AS THE REQUIRED NUMBER OF OFF-STREET PARKING SPACES IS NOT PROVIDED AS A RESULT OF THE PARKING REDUCTION][OR ALTERNATIVE. ALL PARTIES INVOLVED IN THE PARKING REDUCTION OR ALTERNATIVE SHALL PARTICIPATE IN THE PARKING AGREEMENT][. RECORDATION OF THE AGREEMENT SHALL TAKE PLACE BEFORE ISSUANCE OF AN ENTITLEMENT][~~that is contingent upon~~][REQUIRING][A PARKING REDUCTION][OR ALTERNATIVE].

[B. CONTENT. THE FORM][~~at (template)~~] [AND CONTENT][OF THE PARKING AGREEMENT SHALL BE] [~~provided by the municipality, as~~] [APPROVED BY THE] [~~traffic engineer and~~] [DIRECTOR.][~~The parking agreement~~][IT] [SHALL GUARANTEE INSTALLATION AND MAINTENANCE OF ANY REQUIRED IMPROVEMENTS BY THE] [~~property~~] [OWNER, AND][OR] [THE OWNER'S CONTINUED PARTICIPATION IN ANY PARKING MANAGEMENT STRATEGY REQUIRED FOR A PARKING REDUCTION.][~~The parking agreement shall be accompanied by a site plan showing the parking and facilities required for the parking reduction.~~]

[C. Additional Content for Agreements Subject to Discretionary Review. Discretionary parking reductions subject to 21.07.090F.8. shall be preceded by a formal letter requesting the reduction for concurrence by the traffic engineer and director. The letter shall include justification

~~for the parking reduction, including any parking demand study if prescribed by the traffic engineer.]~~
[THE PARKING AGREEMENT SHALL] ~~[include a contingency plan, and shall guarantee]~~ [ASSURE]
[FUTURE IMPLEMENTATION OF] ~~[the]~~ [A]
[CONTINGENCY PLAN BY THE] ~~[property]~~
[OWNER IF SO ORDERED BY THE TRAFFIC ENGINEER. THE CONTINGENCY PLAN MAY INCLUDE STRATEGIES SUCH AS] ~~[.]~~

~~[i. A deferred parking site plan]~~ [INSTALLATION OF PARKING,] ~~[.]~~

~~[ii. P]~~ [P] [AYMENT TO THE MUNICIPALITY FOR THE FULL COST OF PROVIDING THE REQUIRED PARKING] ~~[.]~~ [.]

~~[iii. T]~~ [T] [RANSPORTATION DEMAND MANAGEMENT PROGRAMS] ~~[.]~~ [.] [OR]

~~[iv. O]~~ [O] [THER PARKING MANAGEMENT STRATEGIES IDENTIFIED IN THE PARKING REDUCTIONS OR ALTERNATIVES] [OF THIS SECTION] ~~[.]~~

~~[d]~~ [C] ~~[.]~~ TERMINATION. ~~[The municipality may terminate the parking agreement if it is demonstrated that the parking reduction does not support the parking utilization for the site, or if the development is in violation of the parking agreement. The traffic engineer or planning director may require a contingency plan per AMC 21.07.090F.1.c. and a new parking agreement, or the site may be required to provide all parking per AMC 21.07.090E.]~~ [IF FOR ANY REASON THE PARKING AGREEMENT TERMINATES, OWNERS AND ALL SUCCESSORS AND ASSIGNS WHO ARE PARTIES TO THE PARKING AGREEMENT SHALL COMPLY WITH ALL PROVISIONS OF THIS TITLE GOVERNING THE REQUIRED NUMBER OF OFF-STREET PARKING SPACES.]

~~[3]~~ [2] *CALCULATION OF PARKING REDUCTIONS.*

[A.] ~~[Calculation of]~~ [MULTIPLE REDUCTIONS. A DEVELOPMENT MAY BE ELIGIBLE FOR] ~~[more than one parking reduction listed in this section 21.07.090F.]~~ [MULTIPLE REDUCTIONS FROM THE REQUIRED NUMBER OF PARKING SPACES.] [THE

TOTAL IMPACT OF ~~][multiple—]~~ **PARKING REDUCTIONS** ~~][on a development's parking requirement]~~ **[SHALL BE] [the sum of the individual reductions]** ~~][CALCULATED AS BEING MULTIPLICATIVE AND NOT ADDITIVE WHERE A DEVELOPMENT IS ELIGIBLE FOR MORE THAN ONE. FOR EXAMPLE, IF ONE REDUCTION IS 20 PERCENT, AND A SECOND REDUCTION IS AN ADDITIONAL 15 PERCENT, THEIR COMBINED REDUCTION SHALL BE CALCULATED AS 80 PERCENT TIMES 85 PERCENT EQUALS 68 PERCENT, FOR A 32 PERCENT AGE POINT TOTAL REDUCTION, RATHER THAN ADDING 20 PERCENT PLUS 15 PERCENT EQUALS 35 PERCENT. THIS IS BECAUSE THE 15 PERCENT REDUCTION APPLIES TO A BASE THAT IS ALREADY REDUCED 20 PERCENT]~~ **[.]**

[b. Maximum Nondiscretionary Reduction. A request for a greater than 25 percent reduction in the required amount of parking from one or more reductions listed in table 21.07-9 shall be subject to discretionary review by the traffic engineer and director, except that the following reductions listed in table 21.07-9 are not subject to this percentage limitation:

- i. Housing (Table 21.07-9).**
- ii. Land Banking (Table 21.07-9).**
- iii. Shared parking (21.07.090F.5.).**
- iv. Off-site parking (21.07.090F.6.).**

[c][B][.][— Rounding — of — Fractional] **[MINIMUM] [REDUCTION][s] [CREDIT OF ONE SPACE][.]** ~~**[Rounding of fractional numbers shall occur only after subtracting the parking reduction(s) from the minimum number of required parking spaces, as provided in 21.07.090C.1]**~~ **[IF THE TOTAL APPROVED REDUCTION FROM THE REQUIRED NUMBER OF PARKING SPACES FOR A DEVELOPMENT IS CALCULATED TO BE A REDUCTION OF LESS THAN ONE PARKING SPACE, IT SHALL BE CREDITED AS A REDUCTION OF ONE PARKING SPACE][.]**

[4][3][.] ~~[Pedestrian Access Improvements Required]~~
[QUALIFYING SITE DEVELOPMENT] [.] ~~[Developments shall improve pedestrian access as provided below, in order to be eligible for parking reductions.]~~ [USES SHALL PROVIDE THE FOLLOWING ENHANCEMENTS TO BE ELIGIBLE FOR ANY REDUCTIONS IN THE NUMBER OF REQUIRED PARKING SPACES, EXCEPT WHERE STATED OTHERWISE. THE QUALIFYING SITE CRITERIA SHALL NOT BE REQUIRED FOR THE FOLLOWING PARKING REDUCTIONS AND ALTERNATIVES IN THIS SUBSECTION 21.07.090F: DOWNTOWN ANCHORAGE PARKING EXEMPTION, LAND BANKING, STACKED AND TANDEM PARKING, OR SMALLER PARKING SPACES FOR LOW-TURNOVER USES.] **[INDUSTRIAL USES, PUBLIC SAFETY FACILITIES, TRANSPORTATION FACILITIES, AND UTILITY FACILITIES ARE EXEMPT FROM] ~~[this subsection]~~** [THE QUALIFYING SITE DEVELOPMENT CRITERIA][.]

[A.] ~~[Administrative Relief and Adjustment.~~
~~The traffic engineer and director may approve administrative relief or adjustments to the standards of this subsection F.4. for changes of use or modifications to existing buildings and sites, as part of the review and approval of a parking reduction, provided the applicant demonstrates the adjustment is necessary to compensate for some practical difficulty of the site, or some unusual aspect of the site not shared by landowners in general. The justification for the administrative adjustment shall be recorded as an appendix to the parking reduction agreement in 21.07.090F.2.]~~ [STREET ORIENTED BUILDING. FOR BUILDINGS CONSTRUCTED AFTER JANUARY 1, 2014, PRIMARY ENTRANCES AND/OR WINDOWS PROVIDING VISUAL ACCESS SHALL COMPRISE AT LEAST 15 PERCENT OF THE AREA OF ANY STREET FACING BUILDING ELEVATION. FOR NONRESIDENTIAL USES, WINDOWS PROVIDING VISUAL ACCESS AND/OR PRIMARY ENTRANCES SHALL COMPRISE AT LEAST 50 PERCENT OF THE LENGTH AND 25 PERCENT OF THE GROUND-FLOOR WALL AREA OF ANY STREET FACING BUILDING ELEVATION.]

[B. ~~WALKWAY~~] ~~[and Sidewalk Access]~~ [TO THE STREET][.]

~~[Developments shall comply with subsections 21.07.060E.2., Sidewalks if applicable, and 21.07.060E.4., On-Site Pedestrian Walkways.]~~ [A WALKWAY MEETING THE REQUIREMENTS OF SECTION 21.07.060 SHALL CONNECT AT LEAST ONE PRIMARY ENTRANCE TO A STREET. THE DIRECTOR AND THE TRAFFIC ENGINEER MAY WAIVE THIS REQUIREMENT IN SITUATIONS WITH EXISTING STRUCTURES WHERE IT IS DEMONSTRATED THAT THE ADDITION OF A WALKWAY WILL CAUSE A REDUCTION IN PARKING AND/OR LANDSCAPING BELOW REQUIRED LEVELS, OR WHERE THE WORK REQUIRED TO ADD A WALKWAY IS OUT OF PROPORTION WITH THE WORK BEING DONE TO EFFECT A CHANGE OF USE.]

[C.] ~~[Bicycle Parking]~~ [PARKING FACILITY LOCATION].
~~[Developments shall comply with subsection 21.07.090K., Bicycle Parking Spaces.]~~ [FOR BUILDINGS CONSTRUCTED AFTER JANUARY 1, 2014, PARKING FACILITIES INCLUDING DRIVEWAYS SHALL COMPRISE NO MORE THAN 50 PERCENT OF THE AREA BETWEEN THE STREET PROPERTY LINE AND THE STREET FACING BUILDING ELEVATION, AND GARAGE DOORS SHALL COMPRISE NO MORE THAN 50 PERCENT OF THE LENGTH OF THE STREET FACING BUILDING ELEVATION. THESE REQUIREMENTS APPLY TO NO MORE THAN TWO STREET FRONTAGES.]

[D. *PRIVATE OPEN SPACE.* FOR RESIDENTIAL DEVELOPMENTS THAT ARE REQUIRED TO PROVIDE PRIVATE OPEN SPACE, AN ADDITIONAL 40 SQUARE FEET OF PRIVATE OPEN SPACE THAT MEETS THE REQUIREMENTS OF SECTION 21.07.030 SHALL BE PROVIDED FOR EACH REDUCTION OF ONE PARKING SPACE IN DEVELOPMENTS BUILT AFTER JANUARY 1, 2014. THIS SHALL BE COMMON PRIVATE OPEN SPACE IN THE CASE OF MULTIFAMILY AND MIXED-USE DWELLINGS.

E. *CROSS-ACCESS TO ADJACENT PROPERTIES.* THE DIRECTOR AND THE TRAFFIC ENGINEER MAY DETERMINE THERE IS POTENTIAL FOR DRIVEWAY OR WALKWAY CROSS-ACCESS TO ABUTTING PROPERTIES AND MAY REQUIRE A

CROSS-ACCESS FACILITY AND/OR EASEMENT
WITHIN THE SUBJECT PROPERTY TO THE SITE
BOUNDARY. VEHICULAR CROSS-ACCESS MAY
ONLY BE REQUIRED IN COMMERCIAL DISTRICTS.]

[4. *DOWNTOWN.* USES LOCATED IN DT DISTRICTS ARE
EXEMPT FROM PROVIDING OFF-STREET PARKING
SPACES. HOWEVER, IF PARKING IS PROVIDED, ALL
OTHER STANDARDS OF THIS SECTION SHALL APPLY IN
THE DT DISTRICTS, EXCEPT WHERE SPECIFICALLY
STATED OTHERWISE. PARKING AGREEMENTS AND
QUALIFYING SITE CRITERIA SHALL NOT BE REQUIRED
FOR THIS EXEMPTION.

5. *RESIDENCES IN WALKING DISTANCE TO DOWNTOWN.*
RESIDENTIAL HOUSEHOLD USES LOCATED NORTH OF
15TH AVENUE, WEST OF ORCA STREET, EAST OF L
STREET, AND SOUTH OF SHIP CREEK ARE ELIGIBLE
FOR A REDUCTION OF UP TO 25 PERCENT OF THE
MINIMUM NUMBER OF REQUIRED PARKING SPACES.

6. *DISTRICTS THAT PROMOTE A MIX OF USES.*

A. USES LOCATED IN THE R-3A AND R-4A DISTRICTS
ARE ELIGIBLE FOR A REDUCTION OF UP TO 10
PERCENT OF THE MINIMUM NUMBER OF
REQUIRED PARKING SPACES.

B. USES LOCATED IN THE B-1A DISTRICT ARE
ELIGIBLE FOR A REDUCTION OF UP TO 10
PERCENT OF THE MINIMUM NUMBER OF
REQUIRED PARKING SPACES, IF THE B-1A
DISTRICT ABUTS RESIDENTIAL DISTRICTS ON
THE MAJORITY OF ITS PERIMETER, AND HAS A
CONTIGUOUS AREA OF NO MORE THAN ONE
ACRE, EXCLUDING RIGHTS-OF-WAY. IN
ADDITION, CERTAIN DEVELOPMENTS IN THE B-1A
DISTRICT ARE ELIGIBLE FOR A SEPARATE
PARKING REDUCTION AS SPECIFIED IN THE
MIXED-USE DEVELOPMENT OR OVERLAY
DISTRICT STANDARDS OF CHAPTER 21.04. SUCH
REDUCTIONS SHALL BE REVIEWED AND
ADMINISTERED UNDER THIS SECTION
21.07.090F.

C. CERTAIN DEVELOPMENTS IN THE B-1B AND B-3
DISTRICTS ARE ELIGIBLE FOR A REDUCTION THE
MINIMUM NUMBER OF REQUIRED PARKING
SPACES, AS SPECIFIED IN THE MIXED-USE

DEVELOPMENT STANDARDS OR OVERLAY
DISTRICT STANDARDS OF CHAPTER 21.04. SUCH
REDUCTIONS SHALL BE REVIEWED AND
ADMINISTERED UNDER THIS SECTION
21.07.090F.]

[7. *RESIDENCES IN CENTER CITY NEIGHBORHOODS.*

A. RESIDENTIAL HOUSEHOLD USES LOCATED IN
CENTER CITY NEIGHBORHOODS ARE ELIGIBLE
FOR A REDUCTION OF UP TO 10 PERCENT OF
THE MINIMUM NUMBER OF REQUIRED PARKING
SPACES.

B. FOR THE PURPOSES OF THIS PROVISION, THE
CENTER CITY AREA IS BOUNDED TO THE NORTH
BY JOINT BASE ELMENDORF-RICHARDSON, TO
THE SOUTH BY TUDOR ROAD, TO THE EAST BY
INGRA STREET AND THE SEWARD HIGHWAY,
AND TO THE WEST BY MINNESOTA DRIVE. ANY
PART OF FAIRVIEW, SOUTH ADDITION,
GOVERNMENT HILL, OR MOUNTAIN VIEW
COMMUNITY COUNCIL IS ALSO IN THE ELIGIBLE
AREA.

C. THIS REDUCTION RECOGNIZES PROXIMITY TO
EMPLOYMENT CENTERS, CHARACTERISTICS
SUCH AS TRADITIONAL STREET GRIDS AND
DEVELOPMENT PATTERNS, HOUSEHOLD
CHARACTERISTICS, EMPHASIS ON WALKABLE
NORTHERN CITY ENVIRONMENTS, AND LOWER
PARKING DEMAND IN THESE AREAS.

8. *USES ADJACENT TO TRANSIT SERVICE.* A USE IS
ELIGIBLE FOR A REDUCTION OF UP TO FIVE PERCENT
OF THE MINIMUM NUMBER OF REQUIRED PARKING
SPACES IF IT IS LOCATED WITHIN 800 FEET OF THE
STREET RIGHT-OF-WAY CENTERLINE OF ANY
MUNICIPAL PUBLIC TRANSIT ROUTE, SUBJECT TO
APPROVAL BY THE TRAFFIC ENGINEER AND THE
DIRECTOR. THE PUBLIC TRANSPORTATION
DEPARTMENT MAY REQUIRE A PUBLIC USE EASEMENT
OR TRANSIT STOP AND/OR TRANSIT SHELTER
IMPROVEMENTS IF THE SUBJECT PROPERTY ABUTS
AN EXISTING OR PLANNED TRANSIT STOP. IF THE
PUBLIC TRANSPORTATION DEPARTMENT REQUIRES
SUCH AN EASEMENT OR IMPROVEMENTS, THEN THE
USE IS ELIGIBLE FOR AN ADDITIONAL REDUCTION OF

TWO PERCENT OR ONE MORE PARKING SPACE,
WHICHEVER IS GREATER.

9. *RIDESHARE PROGRAMS.* A NONRESIDENTIAL USE IS ELIGIBLE TO SUBSTITUTE PARTICIPATION IN MUNICIPAL CARPOOL OR VANPOOL RIDESHARE PROGRAM UP TO A MAXIMUM OF FIVE PERCENT OF THE MINIMUM NUMBER OF REQUIRED PARKING SPACES. [THE LAND AREA THAT WOULD OTHERWISE BE NEEDED IN ORDER TO PROVIDE THE REQUIRED NUMBER OF PARKING SPACES SHALL BE SET ASIDE ON THE SITE TO PROVIDE FOR THE FUTURE CONSTRUCTION OF A PARKING LOT IN CONFORMANCE WITH SUBSECTION 21.07.090F.12., LAND BANKING.

A. *CARPOOL.* EVERY DESIGNATED CARPOOL SPACE MAY COUNT AS 1.8 SPACES TOWARD MEETING THE MINIMUM NUMBER OF REQUIRED PARKING SPACES. THE CARPOOL SPACES SHALL BE THOSE CLOSEST TO THE PRIMARY ENTRANCE OR ELEVATOR, BUT NOT CLOSER THAN ACCESSIBLE SPACES OR THOSE SIGNED FOR EXCLUSIVE CUSTOMER/VISITOR USE. SIGNS SHALL BE POSTED INDICATING THESE SPACES ARE RESERVED FOR CARPOOL USE. THE TRAFFIC ENGINEER SHALL CONSULT WITH THE PUBLIC TRANSPORTATION DEPARTMENT IN PROVIDING CARPOOL SPACES AND THE LOCATION OF CARPOOL PARKING.

B. *VANPOOL.* FOR EVERY VANPOOL PURCHASED OR LEASED BY THE APPLICANT FOR EMPLOYEE USE OPERATED THROUGH THE MUNICIPAL RIDESHARE PROGRAM, THE NUMBER OF REQUIRED PARKING SPACES SHALL BE REDUCED BY UP TO SIX SPACES. THE TRAFFIC ENGINEER MAY REQUIRE A SAFE AND CONVENIENT DESIGNATED VANPOOL PASSENGER LOADING ZONE.

10. *TRANSIT PASS BENEFITS.* A USE IN WHICH THE OWNER OR EMPLOYER OFFERS TRANSIT PASSES COST-FREE TO ALL EMPLOYEES OR RESIDENTS IS ELIGIBLE FOR A PARKING REDUCTION OF UP TO 5 PERCENT OF THE MINIMUM NUMBER OF REQUIRED PARKING SPACES. THE USE SHALL BE LOCATED WITHIN 800 FEET OF THE STREET RIGHT-OF-WAY CENTERLINE OF ANY MUNICIPAL TRANSIT ROUTE. THE PUBLIC TRANSPORTATION DEPARTMENT MAY REQUIRE A

PUBLIC USE EASEMENT OR TRANSIT STOP AND/OR TRANSIT SHELTER IMPROVEMENTS IF THE SUBJECT PROPERTY ABUTS AN EXISTING OR PLANNED TRANSIT STOP. IF THE PUBLIC TRANSPORTATION DEPARTMENT REQUIRES SUCH AN EASEMENT OR IMPROVEMENTS, THEN THE USE IS ELIGIBLE FOR AN ADDITIONAL REDUCTION OF TWO PERCENT OR ONE MORE PARKING SPACE, WHICHEVER IS GREATER.

11. *PARKING CASH-OUTS.* A USE IS ELIGIBLE FOR A REDUCTION OF UP TO 10 PERCENT OF THE MINIMUM NUMBER OF REQUIRED PARKING SPACES IF IT IMPLEMENTS A PARKING CASH-OUT PROGRAM BY WHICH COMMUTERS ARE PROVIDED THE OPTION TO CHOOSE BETWEEN FREE PARKING AND ITS EQUIVALENT CASH VALUE FOR USING AN ALTERNATIVE MODE OF TRAVEL.

12. *LAND BANKING.* SUBJECT TO APPROVAL BY THE TRAFFIC ENGINEER AND THE DIRECTOR, THE LAND AREA THAT WOULD OTHERWISE BE NEEDED IN ORDER TO PROVIDE UP TO 25 PERCENT OF THE MINIMUM NUMBER OF REQUIRED PARKING SPACES MAY BE SET ASIDE ON THE SITE TO PROVIDE FOR THE FUTURE CONSTRUCTION OF A PARKING FACILITY. THE APPLICANT SHALL SUBMIT A PARKING DEMAND STUDY PREPARED IN A FORM AND MANNER PRESCRIBED BY THE TRAFFIC ENGINEER THAT INDICATES THE REDUCED PARKING LOT WILL ACCOMMODATE EXPECTED PARKING NEEDS, AND AN ALTERNATE SITE PLAN TO BE APPROVED BY THE TRAFFIC ENGINEER THAT ACCOMMODATES THE PARKING THAT WOULD BE REQUIRED WITHOUT THE LAND BANKED PARKING REDUCTION. THE AREA SET ASIDE SHALL BE LANDSCAPED WITH SITE ENHANCEMENT LANDSCAPING AND/OR PEDESTRIAN AMENITIES APPROVED BY THE DIRECTOR. THE PARKING AGREEMENT SHALL GUARANTEE THAT, IF THE DIRECTOR AND THE TRAFFIC ENGINEER DETERMINE AT SOME POINT IN THE FUTURE THAT ADDITIONAL PARKING SPACES ARE NEEDED, THE OWNER SHALL CONSTRUCT PARKING ON THE LAND BANKED AREA IN CONFORMANCE WITH THE ALTERNATE SITE PLAN.

13. *AFFORDABLE HOUSING.* AFFORDABLE HOUSING UNITS THAT ARE DEED-RESTRICTED FOR HOUSEHOLDS HAVING AN INCOME AT THE TIME OF INITIAL OCCUPANCY OF 30 PERCENT OR LESS OF MEDIAN FAMILY INCOME ARE ELIGIBLE FOR A REDUCTION OF

UP TO 30 PERCENT OF THE MINIMUM NUMBER OF
REQUIRED PARKING SPACES. AFFORDABLE HOUSING
UNITS FOR LOW INCOME HOUSEHOLDS HAVING AN
INCOME AT THE TIME OF INITIAL OCCUPANCY OF 60
PERCENT OR LESS OF MEDIAN FAMILY INCOME ARE
ELIGIBLE FOR A REDUCTION OF UP TO 15 OF THE
MINIMUM NUMBER OF REQUIRED PARKING SPACES.
THE AFFORDABLE HOUSING UNITS SHALL BE
CONSISTENT WITH THE STANDARDS OF SUBSECTION
21.07.110H., STANDARDS FOR AFFORDABLE HOUSING.

14. *SENIOR HOUSING.* DWELLING UNITS THAT MEET THE
DEFINITION OF SENIOR HOUSING ARE ELIGIBLE FOR A
REDUCTION OF UP TO 15 PERCENT OF THE MINIMUM
NUMBER OF REQUIRED PARKING SPACES. DWELLING
UNITS THAT MEET THE DEFINITION OF SENIOR
HOUSING THAT IS INTENDED FOR, AND SOLELY
OCCUPIED BY, PERSONS 62 YEARS OF AGE OR OLDER
ARE ELIGIBLE FOR A REDUCTION OF UP TO 25
PERCENT OF THE MINIMUM NUMBER OF REQUIRED
PARKING SPACES.

15. *HOUSING DENSITY.* RESIDENTIAL HOUSEHOLD USES
ARE ELIGIBLE FOR A REDUCTION OF ONE PERCENT OF
THE MINIMUM NUMBER OF REQUIRED PARKING
SPACES FOR EVERY FOUR DWELLINGS PER ACRE
ABOVE A NET DENSITY OF 40 DWELLINGS PER ACRE
ON THE SITE, UP TO A MAXIMUM REDUCTION OF 20
PERCENT OF THE MINIMUM NUMBER OF REQUIRED
PARKING SPACES.]

~~[5][16][.]~~ ~~[Parking Reduction for]~~ **[SHARED PARKING.]**
~~[Where two or more land uses that have different peak~~
~~parking utilization time periods share the same parking~~
~~facility, the total off-street parking required for those uses~~
~~may be reduced, as provided below.]~~ **[SHARED USE OF**
REQUIRED PARKING SPACES MAY OCCUR WHERE TWO
OR MORE USES ON THE SAME OR SEPARATE SITES
ARE ABLE TO SHARE THE SAME PARKING SPACES
BECAUSE THEIR PEAK PARKING DEMANDS OCCUR AT
DIFFERENT TIMES THE TRAFFIC ENGINEER AND
DIRECTOR MAY APPROVE SHARED PARKING
FACILITIES FOR USES WITH DIFFERENT PEAK
BUSINESS PERIODS IF THE SHARED PARKING
COMPLIES WITH ALL OF THE FOLLOWING STANDARDS:]

[A. SHARED PARKING] ~~[Standard~~
~~Calculation]~~ **[STUDY][.]** ~~[Where up to three separate~~
~~land uses listed in Table 21.07-10, Shared Parking~~

~~**Credit, share a parking facility, the total off-street parking required for those uses is eligible to be reduced by the percentage factors shown in subsection b., Table 21.07-10, subject to the standards in subsections d. through j. Where four or more land uses listed in Table 21.07-10 share a parking facility, the shared parking reduction is subject to discretionary review and approval by the Traffic Engineer and Director as provided in 21.07.090F.8.]**~~ [THE APPLICANT SHALL SUBMIT A SHARED PARKING STUDY TO THE DIRECTOR THAT DEMONSTRATES THE FEASIBILITY OF SHARED PARKING. THE STUDY SHALL BE PROVIDED IN A FORM ESTABLISHED BY THE TRAFFIC ENGINEER AND SHALL BE MADE AVAILABLE TO THE PUBLIC. THE STUDY SHALL DEMONSTRATE THAT ANY PARKING REDUCTION REQUESTED WILL NOT RESULT IN THE SPILLOVER OF PARKING ONTO OTHER PROPERTIES OR PUBLIC STREETS, BY, AT A MINIMUM, ADDRESSING THE FOLLOWING: THE SIZE AND TYPE OF THE PROPOSED DEVELOPMENT AND THE COMPOSITION OF USES, LOCATION OF REQUIRED PARKING, THE COMPOSITION OF TENANTS, THE ANTICIPATED RATE OF PARKING TURNOVER, AND THE ANTICIPATED PEAK PARKING AND TRAFFIC LOADS FOR ALL USES THAT WILL BE SHARING OFF-STREET PARKING SPACES.]

[B. *CALCULATION OF PARKING SPACES REQUIRED.* THE SHARED PARKING STUDY SHALL ONE OF THE FOLLOWING PROCEDURES:

- I. THE METHOD UNDER SUBSECTION 16.C.;
- II. THE MOST CURRENT PUBLISHED PROCEDURES OF THE URBAN LAND INSTITUTE OR THE INSTITUTE OF TRANSPORTATION ENGINEERS; OR
- III. OTHER PROCEDURES BASED ON INDUSTRY DATA OR OTHER SUFFICIENT EVIDENCE AND ANALYSIS OF PEAK PARKING DEMAND, AS SPECIFICALLY APPROVED BY THE TRAFFIC ENGINEER.]

[b][C][.] ~~**[Computation of Shared Parking Standard]**~~
[ALTERNATIVE] ~~**[CALCULATION METHOD.]**~~ ~~**The**~~

following steps shall be used to calculate a shared parking reduction. The Planning Department shall maintain a publicly available worksheet form online that applicants may access and use to run calculations. Calculation steps:

i. Determine the minimum amount of parking required for each use, as set forth in subsection 21.07.090E., Off-street Parking Requirements, using the calculation rules established in subsection 21.07.090C., Computation of Parking and Loading Requirements.

ii. For each use, select the appropriate matching land use category in table 21.07-10, Shared Parking Credits.

iii. Multiply the minimum amount of required parking for each use, as set forth in subsection 21.07.090E., by the appropriate percentage shown in table 21.07-10, for each of the eight time periods in the table, to estimate the typical parking demand generated by that use during each of the eight time periods.

iv. Add the resulting products from the uses for each of the eight columns (time periods). Include each time period shown in the table, including during hours when the proposed business will be closed.

v. The highest sum among the eight columns becomes the shared parking requirement. This represents the time period that is expected to generate the highest total parking demand.]

[FOR EACH USE SHARING THE PARKING FACILITY, CALCULATE THE NUMBER OF OFF-STREET PARKING SPACES REQUIRED FOR THAT USE IN TABLE 21.07-4. MULTIPLY THAT NUMBER ACROSS THE ROW FOR ITS LAND USE IN TABLE 21.07-5, SHARED PARKING CREDIT REQUIRED FOR THAT USE DURING THE EIGHT TIME PERIODS. FOR EACH TIME PERIOD, ADD THE RESULTING PRODUCTS FOR EACH OF THE USES SHARING THE PARKING. THE

COLUMN TOTAL THAT GENERATES THE HIGHEST NUMBER OF PARKING SPACES THEN BECOMES THE SHARED PARKING REQUIREMENT. THIS REPRESENTS THE TIME PERIOD WITH THE HIGHEST TOTAL PARKING DEMAND.]

[TABLE 21.07-][49][5]: SHARED PARKING CREDIT								
[LAND USES] [4] [12]	[WEEKDAY TIME PERIODS]				[WEEKEND TIME PERIODS]			
	[7 am to 6 pm]	[6 PM TO 1 AM]	[1 AM TO 3 AM]	[3 AM TO 7 AM]	[7 AM TO 6 PM]	[6 PM TO 1 AM]	[1 AM TO 3 AM]	[3 AM TO 7 AM]
[RESIDENTIAL]	[65%]	[100%]	[100%]	[100%]	[75%]	[90%]	[10%]	[100%]
[RELIGIOUS ASSEMBLY]	[25%]	[50%]	[0%]	[0%]	[100%]	[50%]	[0%]	[0%]
[Childcare; K-12 school]	[100%]	[20%]	[0%]	[0%]	[20%]	[10%]	[0%]	[0%]
[HEALTH SERVICES]	[100%]	[30%]	[5%]	[5%]	[100%]	[0%]	[0%]	[0%]
[ASSEMBLY]	[100%]	[50%]	[5%]	[5%]	[100%]	[50%]	[5%]	[5%]
[FITNESS CENTER]	[90%]	[100%]	[25][60][%]	[60%]	[100%]	[100%]	[25][80][%]	[60][80][%]
[MOVIE THEATER]	[60%]	[100%]	[0%]	[0%]	[80%]	[100%]	[0%]	[0%]
[BAR OR NIGHTCLUB]	[40%]	[100%]	[90%]	[0%]	[50%]	[100%]	[90%]	[0%]
[RESTAURANT]	[80%]	[100%]	[50%]	[50%]	[85%]	[100%]	[25%]	[25%]
[RESTAURANT – DRIVE-THROUGH]	[100%]	[90%]	[15%]	[15%]	[100%]	[80%]	[15%]	[15%]
[OFFICE OR FINANCIAL][1] or Government administr.]	[100%]	[10%]	[0%]	[5%]	[15%]	[0%]	[0%]	[0%]
[RETAIL SALES][/][1] Personal services]	[100%]	[80%]	[0%]	[0%]	[100%]	[60%]	[0%]	[0%]
[VISITOR ACCOMMODATIONS] [(guest rooms)]	[75%]	[100%]	[100%]	[100%]	[75%]	[100%]	[100%]	[100%]
[Industrial service, manufacturing, or warehouse/storage]	[100%]	[10%]	[0%]	[5%]	[15%]	[0%]	[0%]	[0%]
[NOTES:] [4][12] [IF ONE OR MORE OF THE LAND USES PROPOSED TO MAKE USE OF SHARED PARKING FACILITIES DO NOT CONFORM TO THE LAND USE CLASSIFICATIONS IN THIS TABLE, AS DETERMINED BY THE DIRECTOR, THEN THE APPLICANT SHALL SUBMIT SUFFICIENT DATA TO INDICATE THE PERIODS OF PEAK PARKING DEMAND FOR THE USES. BASED ON THIS INFORMATION, THE TRAFFIC ENGINEER SHALL DETERMINE THE APPROPRIATE SHARED PARKING REQUIREMENT.]								

~~[c.] Alternative Shared Parking Calculation. The applicant may request a greater reduction in the total number of spaces required for two or more land uses where Table 21.07-10 does not adequately account for circumstances or mix of use types specific to the development, subject to review and approval by the traffic engineer and director as provided in 21.07.090F.8. The applicant shall submit a shared parking study following 21.07.090F.8.c. and:~~

i. ~~The most current published procedures of the Urban Land Institute or the Institute of Transportation Engineers; or~~

ii. ~~Other procedures based on industry data or other sufficient evidence and analysis of peak parking demand, as specifically approved by the traffic engineer.]~~

[D. **DISTANCE TO PARKING SPACES.** ~~[Shared parking spaces may be located off-site, subject to the standards in this subsection 21.07.090F.5.]~~ **[SHARED PARKING SPACES FOR RESIDENTIAL UNITS SHALL BE LOCATED WITHIN 500 FEET OF THE DWELLING UNIT ENTRANCE THEY SERVE. SHARED SPACES FOR OTHER USES SHALL BE WITHIN 800 FEET OF A PRIMARY ENTRANCE OF THE USES SERVED.]** ~~[Distance shall be measured along the pedestrian connection required in subsection 21.07.090F.5.e.]~~ **[THE TRAFFIC ENGINEER AND THE DIRECTOR MAY APPROVE A PORTION OF SHARED PARKING SPACES AT A GREATER DISTANCE BASED ON FACTORS SUCH AS THE PEDESTRIAN ENVIRONMENT, AVAILABILITY OF ATTENDANT PARKING, WEATHER PROTECTION, AND THE TYPE OF USE SERVED.]**

[E. **PEDESTRIAN CONNECTION. CLEAR AND SAFE PEDESTRIAN WALKWAYS** ~~[conforming to the standards of 21.07.060E]~~ **[. SHALL CONNECT THE SHARED PARKING FACILITY AND THE PRIMARY ENTRANCES OF THE USES IT SERVES. THE TRAFFIC ENGINEER MAY REQUIRE]** ~~[sidewalk or]~~ **[PEDESTRIAN STREET CROSSING IMPROVEMENTS.]**

[F. **SEPARATION BY STREETS.** **SEPARATION OF A USE AND ITS SHARED PARKING FACILITY BY A LOCAL STREET IS ALLOWED]** ~~[, subject to discretionary review and approval by the traffic engineer in 21.07.090F.8]~~ **[. SHARED PARKING SPACES SHALL NOT BE SEPARATED FROM THE SERVED USE BY A COLLECTOR OR GREATER CLASSIFICATION STREET, UNLESS APPROVED BY THE TRAFFIC ENGINEER WITH CONSIDERATION OF THE EASE AND SAFETY OF PEDESTRIAN ACCESS, OR AS] [SPECIFICALLY]**

[ALLOWED BY A COMPREHENSIVE PLAN
ELEMENT SPECIFIC TO AN AREA OR DISTRICT.]

[G. *RESIDENTIAL NEIGHBORHOODS.* A
NONRESIDENTIAL USE SHALL NOT PARTICIPATE
IN A SHARED PARKING FACILITY] [THAT IS]
[LOCATED IN A RESIDENTIAL DISTRICT, IF THE
USE] [ITSELF] [IS NOT PERMITTED IN THE
RESIDENTIAL DISTRICT.]

[H. *INSTRUCTIONAL SIGNS.* THE SHARED PARKING
FACILITY SHALL PROVIDE INSTRUCTIONAL
SIGNS ON THE PREMISES INDICATING THE
AVAILABILITY OF THE FACILITY FOR PATRONS
OF THE USES IT SERVES.]

[I. *SHARED PARKING PLAN.* A SHARED PARKING
PLAN SHALL BE SUBMITTED FOR REVIEW AND
APPROVAL [BY THE TRAFFIC ENGINEER AND
THE DIRECTOR]. THE SHARED PARKING PLAN
MAY BE COMBINED WITH OTHER PARKING
PLANS REQUIRED BY THIS TITLE.]

[J. *CHANGES IN USE OR SHARED PARKING
FACILITY.* ANY SUBSEQUENT CHANGE TO THE
SHARED PARKING FACILITY OR] [~~any~~][IN] [USE
TYPE] [~~in the building(s)~~] [SHALL REQUIRE A
REVIEW] [BY THE DEPARTMENT AND THE
TRAFFIC ENGINEER] [FOR COMPLIANCE WITH
THIS SECTION, INCLUDING PROOF THAT
SUFFICIENT PARKING WILL BE AVAILABLE. ANY
CHANGE SHALL BE APPROVED] [~~and if necessary
a modification to the existing shared parking
agreement shall be made~~] [PRIOR TO] [~~the change~~]
[BEING IMPLEMENTED.]

[K. *EXPIRATION.* NOTWITHSTANDING F.1.A. ABOVE,
A SHARED PARKING AGREEMENT MAY BE
RECORDED FOR A TIME CERTAIN PERIOD, NOT
TO BE LESS THAN TEN YEARS. AT THE END OF
THE LIFE OF THE AGREEMENT, PROPERTY
OWNERS WHO ARE PARTIES TO THE
AGREEMENT SHALL COMPLY WITH ALL
PROVISIONS OF THIS CODE GOVERNING THE
REQUIRED NUMBER OF OFF-STREET PARKING
SPACES.]

[6][17][.] ~~[Parking reductions for] [OFF-SITE PARKING.]~~~~[A use's required parking may be located on a lot different from the lot containing the use, as provided below.]~~ [THE TRAFFIC ENGINEER AND THE DIRECTOR MAY APPROVE THE LOCATION OF REQUIRED PARKING SPACES ON A SEPARATE LOT FROM THE PRINCIPAL USE IF THE OFF-SITE PARKING COMPLIES WITH ALL OF THE FOLLOWING STANDARDS:]

[A.] ~~[Off-site Parking — Nondiscretionary Approval]~~ [ACCESSIBLE PARKING SPACES]. ~~[A principal use is eligible for a non-discretionary parking reduction for off-site parking, provided the off-site required parking for the use is off-street, located on a lot not separated by a street from the principal use and in conformance with the standards below.]~~ [REQUIRED ACCESSIBLE PARKING SPACES SHALL NOT BE LOCATED OFF-SITE.]

[B.] ~~[Distance to Off-site Spaces]~~~~[LOCATION]~~~~[.]~~ ~~[Off-site parking spaces for residential units shall be located within 500 feet of the dwelling unit entrance they serve. Off-site spaces for other uses shall be within 800 feet of a primary entrance of the uses served. Distance shall be measured along the pedestrian connection in e]~~ [THE MAXIMUM DISTANCE BETWEEN OFF-SITE PARKING SPACES AND THE USE(S) SERVED SHALL BE THE SAME AS PROVIDED IN SUBSECTION 21.07.090F.16.D. FOR SHARING PARKING SPACES (MEASURED ALONG THE SHORTEST LEGAL PEDESTRIAN ROUTE). SEPARATION OF A USE AND ITS OFF-SITE PARKING SPACES BY A STREET SHALL BE SUBJECT TO SUBSECTION 21.07.090F.16.F].

[C. *PEDESTRIAN CONNECTION. CLEAR AND SAFE PEDESTRIAN WALKWAYS*] ~~[conforming to the standards of 21.07.060E.]~~ [SHALL CONNECT THE OFF-SITE PARKING FACILITY AND THE PRIMARY ENTRANCE(S) OF THE USES SERVED. THE TRAFFIC ENGINEER MAY REQUIRE SIDEWALK OR PEDESTRIAN CROSSING IMPROVEMENTS TO ENHANCE PEDESTRIAN SAFETY OR MOBILITY TO AND FROM THE OFF-SITE PARKING.]

[d. *Separation by Streets. Separation of a use and its off-site parking spaces by a local street is allowed, subject to discretionary review and approval by the*

~~traffic engineer in 21.07.090F.8. Off-site parking spaces shall not be separated from the served use by a collector or greater classification street, unless approved by the traffic engineer with consideration of the ease and safety of pedestrian access, or as specifically allowed by an area-specific element of the comprehensive plan.]~~

[e][D]. **INSTRUCTIONAL SIGNS.** INSTRUCTIONAL SIGNS SHALL BE POSTED ON THE PRINCIPAL SITE PROVIDING NOTICE OF THE AVAILABILITY AND LOCATION OF ADDITIONAL PARKING. THE OFF-SITE PARKING FACILITY SHALL PROVIDE INSTRUCTIONAL SIGNS INDICATING THE AVAILABILITY OF THE FACILITY FOR PATRONS OF THE USES IT SERVES.]

[f][E]. **RESIDENTIAL NEIGHBORHOODS.** A NONRESIDENTIAL USE SHALL NOT PARTICIPATE IN AN OFF-SITE PARKING FACILITY [THAT IS]LOCATED IN A RESIDENTIAL DISTRICT, IF THE USE [ITSELF]IS NOT PERMITTED IN THE RESIDENTIAL DISTRICT.]

~~[g. **Required Off-site Spaces to be Counted for One Use Only.** The off-site vehicle parking spaces shall not be required parking spaces for any other use, except as provided in 21.07.090F.5. (Shared Parking) or F.7. (District Parking).]~~

[7][18][.] ~~[Parking Reduction for Nearby Public]~~ [DISTRICT][PARKING. THE TRAFFIC ENGINEER MAY REDUCE THE MINIMUM NUMBER OF REQUIRED OFF-STREET PARKING SPACES FOR USES] ~~[near a public parking facility where the parking spaces are managed and maintained for shared public use]~~ [WITHIN THE BOUNDARIES OF A MUNICIPALLY RECOGNIZED PUBLIC PARKING DISTRICT THAT PROVIDES OFF-SITE PARKING FACILITIES TO SERVE AN AREA][. TO DETERMINE ELIGIBILITY FOR THIS REDUCTION OR THE SIZE OF THE REDUCTION TO BE ALLOWED, THE TRAFFIC ENGINEER SHALL CONSIDER] ~~[the relative distance to the use from the district parking facility and the factors listed in 21.07.090F.8.b.]~~ [FACTORS SUCH AS:

- A. PEAK HOURS OF USE AND TURNOVER RATE;
- B. THE ABILITY OF THE USE TO MEET THE PARKING REQUIREMENT THROUGH OTHER MEANS;

- C. THE AVAILABILITY OF SPACES IN THE NEARBY DISTRICT PARKING FACILITY;
- D. THE RELATIVE DISTANCE TO THE USE FROM THE DISTRICT PARKING FACILITY; AND
- E. MEASURES PROVIDED BY THE APPLICANT TO ENSURE EMPLOYEE AND PATRON USE OF THE DISTRICT PARKING FACILITY, AND EASE AND SAFETY OF PEDESTRIAN ACCESS.]

[8. Discretionary Parking Reductions. Subject to discretionary review and approval by the traffic engineer and director, applicants may request greater percentage reductions than shown in Table 21.07-9 and subsections F.5. through F.7., propose other types of parking reduction strategies besides those listed, or request departures from the specific standards for the parking reductions in F.5. through F.7. The applicant shall demonstrate the proposed reduction is appropriate based on the expected parking utilization rate of the development and the factors below.

a. Examples of Discretionary Parking Reductions. Examples of other parking reduction strategies besides those listed that may be proposed include other shared vehicle programs (e.g., bike-share), other parking pricing strategies, other uses that have low parking utilization, or other transportation demand management (TDM) programs.

b. Discretionary Approval Criteria. To determine eligibility for a discretionary reduction or the size of the reduction to be allowed, the traffic engineer and director shall consider factors such as:

i. The characteristics of the proposed use, travel behavior and anticipated peak parking utilization by users, peak hours of use, and parking turnover rate;

ii. The ability of the use to meet the parking requirement through other means, such as existing or potential shared parking agreements or other parking strategies;

- ~~iii. Availability, proximity, and accessibility of alternative parking, such as any proposed shared, off-site, or district parking;~~
 - ~~iv. Impacts from users and employees on adjacent neighborhoods, properties, and streets;~~
 - ~~v. Strategies provided by the applicant to ensure employee and patron use of any shared, off-site, or district parking or parking demand management program;~~
 - ~~vi. The surrounding area's parking needs and parking availability; and~~
 - ~~vii. The surrounding area's availability of pedestrian facilities and alternative modes of transportation.~~
 - ~~c. ***Parking Demand Study.*** The traffic engineer may require the applicant to provide a parking demand study for discretionary reductions. The parking demand study shall be prepared in a form and manner prescribed by the traffic engineer, and meet the following standards:~~
 - ~~i. The parking study shall demonstrate that any parking reduction requested will not result in users parking on surrounding properties or streets;~~
 - ~~ii. The parking study shall demonstrate that the drivers accessing the use will be adequately served by the proposed parking due to project location, transportation characteristics of the persons residing, working, or visiting the site; and~~
 - ~~iii. The parking study shall consider the type, intensity, and characteristics of each use and projected peak parking and traffic demand of drivers, including the use's hours of operation.]~~

[19. ON-STREET PARKING. IF APPROVED BY THE TRAFFIC ENGINEER, ON-STREET PARKING SPACES IN THE STREET OR RIGHT-OF-WAY ABUTTING THE FRONTAGE OF THE SITE MAY BE COUNTED TOWARD THE MINIMUM

REQUIRED NUMBER OF OFF-STREET PARKING SPACES, INCLUDING GUEST PARKING SPACES. IN ADDITION, AS DETERMINED BY THE TRAFFIC ENGINEER, A PORTION OF THE REMAINING ON-STREET PARKING SPACES LOCATED WITHIN THE MAXIMUM DISTANCE PROVIDED IN SUBSECTION 21.07.090F.16.D. FOR SHARED PARKING SPACES MAY BE COUNTED TOWARD THE MINIMUM REQUIRED OFF-STREET PARKING SPACES, IN AN AMOUNT CONSISTENT WITH A FAIR APPORTIONMENT OF ON-STREET PARKING SPACES AMONG THE PROPERTIES ON THE STREET. UPON APPROVAL, EACH ON-STREET SPACE MAY BE SUBSTITUTED FOR ONE REQUIRED OFF-STREET SPACE. THE PROVISIONS APPLY ONLY TO STREET FRONTAGES WHERE ON-STREET PARKING IS ALLOWED. DETERMINATION OF THE LOCATION AND DIMENSIONS OF ON-STREET PARKING SPACES TO BE COUNTED TOWARD THE PARKING REQUIREMENT SHALL BE THE AUTHORITY OF THE TRAFFIC ENGINEER BASED ON A REVIEW OF THE SITUATION. THE STREET CURB NEXT TO ON-STREET PARKING SPACES SHALL BE A VERTICAL CURB (NOT A ROLLED CURB), AND A SIDEWALK SHALL EXTEND THE FULL LENGTH OF THE SUBJECT PROPERTY.

20. *STACKED AND TANDEM PARKING.*

A. *NONRESIDENTIAL USES.* STACKED AND TANDEM PARKING SPACES FOR NONRESIDENTIAL USES ARE ALLOWED TO COUNT TOWARD THE MINIMUM NUMBER OF REQUIRED SPACES IF THE OWNER ENSURES THROUGH THE PARKING AGREEMENT THAT ATTENDANT PARKING IS PROVIDED FOR SUCH SPACES. AN ACCESSIBLE PASSENGER LOADING ZONE SHALL BE PROVIDED WITH ATTENDANT PARKING SERVICES AT OR NEAR A PRIMARY ENTRANCE. AVAILABILITY OF THIS SERVICE SHALL BE CONSPICUOUSLY POSTED INSIDE AND OUTSIDE THE PRIMARY ENTRANCE. THE TRAFFIC ENGINEER MAY WAIVE THE PARKING ATTENDANT REQUIREMENT FOR AUTOMATED PARKING STRUCTURES.

B. *RESIDENTIAL USES.* TWO REQUIRED PARKING SPACES FOR ANY RESIDENTIAL DWELLING MAY BE ARRANGED IN TANDEM OR STACKED ONE ABOVE THE OTHER USING A CAR STACKER, SO LONG AS PARKING REQUIRED FOR THE

DWELLING UNIT IS ARRANGED INDEPENDENTLY FROM PARKING SERVING ANY OTHER DWELLING UNIT, WITH UNOBSTRUCTED VEHICLE ACCESS FOR AT LEAST ONE OF THE SPACES REQUIRED FOR EACH DWELLING UNIT, AND THE OWNER ASSIGNS THE TWO SPACES TOWARD THE SAME DWELLING AND ENFORCES THEIR ASSIGNED USE.

21. *SMALLER PARKING SPACES FOR PARKING STRUCTURES AND LOW-TURNOVER USES.* IF APPROVED BY THE TRAFFIC ENGINEER, UP TO 20 PERCENT OF THE TOTAL NUMBER OF REQUIRED PARKING SPACES LOCATED IN A PARKING STRUCTURE AND/OR DESIGNATED FOR EMPLOYEE OR RESIDENT PARKING ONLY MAY BE EIGHT FEET SIX INCHES WIDE, SUBJECT TO THE REQUIREMENTS OF TABLE 21.07-7, PARKING SPACE AND AISLE DIMENSIONS. SUCH SPACES SHALL BE SIGNED FOR EMPLOYEE OR RESIDENT PARKING ONLY.

22. *BICYCLE PARKING.* A USE IS ELIGIBLE TO PERMANENTLY OR SEASONALLY SUBSTITUTE BICYCLE PARKING SPACES REQUIRED AUTOMOBILE PARKING SPACES. EACH AUTOMOBILE PARKING SPACE SHALL BE REPLACED BY A MINIMUM OF SIX BICYCLE PARKING SPACES NOT REQUIRED BY THIS TITLE. BICYCLE PARKING SPACES SHALL COMPLY WITH THE STANDARDS OF SUBSECTION 21.07.060F.15. AND BE SEPARATED FROM MOTOR VEHICLE AREAS BY BOLLARDS OR OTHER PHYSICAL BUFFER APPROVED BY THE TRAFFIC ENGINEER.

23. *OTHER ELIGIBLE REDUCTIONS OR ALTERNATIVES.* THE TRAFFIC ENGINEER AND THE DIRECTOR MAY APPROVE ANY PARKING REDUCTION OR OTHER ALTERNATIVE IN ADDITION TO THE CHOICES ABOVE, OR THAT INCREASES THE PERCENTAGE REDUCTION IN ANY OF THE CHOICES ABOVE, IF THE APPLICANT DEMONSTRATES TO THE SATISFACTION OF THE TRAFFIC ENGINEER AND THE DIRECTOR THAT THE PROPOSED PARKING MANAGEMENT STRATEGY WILL PROTECT SURROUNDING NEIGHBORHOODS, AND MAINTAIN TRAFFIC CIRCULATION PATTERNS AT LEAST THE SAME EXTENT AS WOULD STRICT COMPLIANCE WITH OTHERWISE APPLICABLE OFF-STREET PARKING STANDARDS. ADDITIONAL PARKING MANAGEMENT STRATEGIES MAY INCLUDE, FOR EXAMPLE, TRANSPORTATION DEMAND PROGRAMS, CAR

SHARING, UNBUNDLED PARKING, OR A COMBINATION
OF STRATEGIES. THE APPLICANT SHALL PROVIDE A
PARKING DEMAND STUDY PREPARED IN A FORM AND
MANNER PRESCRIBED BY THE TRAFFIC ENGINEER
THAT DEMONSTRATES A REDUCTION IS APPROPRIATE
BASED ON THE EXPECTED PARKING NEEDS OF THE
DEVELOPMENT, AVAILABILITY OF TRANSIT, AND
SIMILAR FACTORS. IT SHALL BE DETERMINED THAT:

A. THE USE WILL BE ADEQUATELY SERVED BY THE
PROPOSED PARKING DUE TO PROJECT
LOCATION, TRANSPORTATION
CHARACTERISTICS OF THE PERSONS RESIDING,
WORKING, OR VISITING THE SITE, OR BECAUSE
THE APPLICANT HAS UNDERTAKEN A PROGRAM
OR STRATEGY THAT WILL REDUCE PARKING
DEMAND AT THE SITE; AND

B. PARKING DEMAND GENERATED BY THE
PROJECT WILL NOT EXCEED THE CAPACITY OF
OR HAVE A DETRIMENTAL IMPACT ON THE
SUPPLY OF ON-STREET PARKING IN THE
SURROUNDING AREA.]

*** *** ***

*(Note to code revisor: Re-number existing table 21.07-6 in subsection
21.07.090G. to become table 21.07-5.)*

H. *Parking and loading facility design standards.*

*** *** ***

(Note to Code Revisor: The S-Version's revisions to the following subsection 21.07.090H.8., Vehicular Access and Circulation, restore the current adopted code text of subsection 21.07.090H.8.)

8. *Vehicular Access and Circulation* [~~General~~]. Parking lots and structures ~~[access, layout, and dimensions]~~ shall be designed for a safe and orderly flow of traffic throughout the site, as provided in ~~the~~[THE] subsections ~~[8. through 11.]~~ that follow.

a. **Key Elements.** **The parking facility layout, circulation, and design plan shall address the following elements as they relate to parking lots, including but not limited to: fire lanes, emergency access, drive-throughs, queuing spaces, passenger loading zones, pedestrian circulation, and loading berths.** [KEY ELEMENTS. THE PARKING FACILITY LAYOUT, CIRCULATION, AND DESIGN PLAN SHALL ADDRESS THE FOLLOWING ELEMENTS AS THEY RELATE TO PARKING LOTS, INCLUDING BUT NOT LIMITED TO: FIRE LANES, EMERGENCY ACCESS, DRIVE-THROUGHS, QUEUING SPACES, PASSENGER LOADING ZONES, PEDESTRIAN CIRCULATION, AND LOADING BERTHS.]

b.[B.] *Circulation Patterns.* Internal circulation patterns and the location and traffic direction of all circulation aisles, driveways, and queuing lanes shall be designed and maintained in accordance with the municipal driveway standards currently established by the traffic engineer, and with accepted principles of traffic engineering and safety, per the traffic engineer's review based on the current manuals of the Institute of Transportation Engineers and the Urban Land Institute, and the *Manual of Uniform Traffic Control Devices* or the successor documents. Circulation patterns within parking facilities shall be well defined with pavement marking and signage, curbs, landscaping, landscaped islands, and/or other similar features. **In order to define circulation and provide better sight distance, curbed end islands shall be required at the end of each row of parking spaces. Where loading facilities or on-site refuse collection are provided, commercial truck circulation shall be considered, and truck turning radii shall be shown on the parking facility layout, circulation, and**

design plan when required by the traffic engineer.

[IN ORDER TO DEFINE CIRCULATION AND PROVIDE BETTER SIGHT DISTANCE, CURBED END ISLANDS SHALL BE REQUIRED AT THE END OF EACH ROW OF PARKING SPACES. WHERE LOADING FACILITIES OR ON-SITE REFUSE COLLECTION ARE PROVIDED, COMMERCIAL TRUCK CIRCULATION SHALL BE CONSIDERED, AND TRUCK TURNING RADII SHALL BE SHOWN ON THE PARKING FACILITY LAYOUT, CIRCULATION, AND DESIGN PLAN WHEN REQUIRED BY THE TRAFFIC ENGINEER.]

[b. Administrative Adjustments and Exceptions. The traffic engineer and director may approve modifications from the standards of this section, provided documentation prepared by a licensed professional in the state of Alaska registered with the Alaska State Board of Registration for Architects, Engineers and Land Surveyors demonstrates the parking facility or driveway meets the intent of this section and the municipal driveway standards and that the change is appropriate. Approval shall be contingent on factors such as street classification, street typology, urban context, traffic volume and speed, curb return radii, street travel lane offset from face of curb, pedestrian and bicycle facilities, snow storage, driveway configuration and length, site and project characteristics, number of vehicles expected to use the driveway, and comprehensive plan policies.]

c. Parking Spaces Along Major Site Entrance Drives. The provision, location, design, and dimensions of parking spaces on a major access driveway that serves as an entry or exit for a large establishment with multiple lots, tracts, or businesses, shall conform to municipal standards for on-street parking and be subject to review and approval by the traffic engineer. [C. PARKING SPACES ALONG MAJOR SITE ENTRANCE DRIVES. THE PROVISION, LOCATION, DESIGN, AND DIMENSIONS OF PARKING SPACES ON A MAJOR ACCESS DRIVEWAY THAT SERVES AS AN ENTRY OR EXIT FOR A LARGE ESTABLISHMENT WITH MULTIPLE LOTS, TRACTS, OR BUSINESSES, SHALL CONFORM TO MUNICIPAL STANDARDS FOR ON-STREET PARKING AND BE SUBJECT TO

REVIEW AND APPROVAL BY THE TRAFFIC
ENGINEER.]

[9. Vehicular Access and Parking Location

a. Street Access Location. ~~The number and spacing of driveways, including minimum distance from street intersections, shall be as provided in the Municipal Driveways Standards and this section. Access to streets owned by the state of Alaska requires compliance with state driveway standards, department of transportation and public facilities approval and driveway permit.~~

b. Alley Access Requirement (in Urban Neighborhood Context Areas). ~~Where a residential use is served by an alley in a Traditional Urban or Edge Urban Neighborhood Context (21.07.015), direct vehicle access to the street shall be limited to the following:~~

i. Residential driveway access not exceeding one driveway no wider than 12 feet at any point, except that lot frontages 100 feet or wider on a primary street frontage may have one driveway per 50 feet of lot frontage on that street.

ii. One additional driveway no wider than 12 feet providing access to the secondary street frontage on corner lots for multifamily, townhouse, or two-family developments.

iii. Additional driveway access to the primary street frontage for multifamily or townhouse developments may be allowed if the alley is unimproved (i.e., vegetated, no build accessway), unmaintained, or inaccessible, and the traffic engineer determines that improvement and vehicle access is not feasible, or that use of the alley for access would create a substantial traffic impact or safety hazard. The additional driveway access shall be the minimum the traffic engineer determines is necessary to provide access for the development. The Planning Department shall keep record of the approved additional driveway access with

written findings supporting the approval on
file and available for public inspection.

c. *Cross-Access and Shared Access with Adjacent Sites.* Parking facilities serving a site, whether located on that same lot or on an adjacent lot, may be connected by means of a common access driveway within or between the interior of such lots. Where a property receives its access to the street through a shared driveway with another lot, a shared access easement shall be provided on the plat, or a shared access agreement running with the land shall be recorded by the municipality, as approved and executed by the director, guaranteeing the continued availability of the shared access between the properties.

d. *Paired Residential Driveways Allowed.* Driveways for two single-family, two-family, or townhouse units may be attached side-by-side across a property line, provided the maximum combined width of the paved area is 24 feet in the Urban Neighborhood Development Context Areas (21.07.015), and 32 feet otherwise (16 feet maximum on each lot), without a landscaped break.

e. *Access and Parking Location in Urban Neighborhood Context Areas.* In the Traditional and Edge Urban Neighborhood Contexts established in 21.07.015, the maximum percentage of the front setback area on a property that may be paved for vehicle access and parking shall be as shown in Table 21.07-12, provided that:

i. *Secondary frontages on lots with more than one street frontage are exempt;*

ii. *Shared parking courtyards meeting 21.07.060G.20. are exempt;*

iii. *Minimum driveway widths per subsection 21.07.090H.11.d. are allowed; and*

iv. *Administrative adjustments may be approved as provided in 21.07.090H.8.b.]*

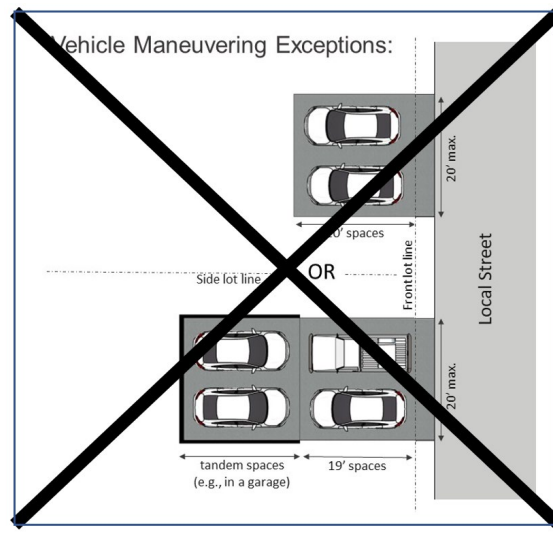
Table 21.07-12: Percentage of Front Setback Area in Urban Neighborhood Context Areas
that May be Paved for Vehicle Access and Parking

<u>Uses</u>	<u>Traditional Urban Neighborhood Context</u>	<u>Edge Urban Neighborhood Context</u>	
		<u>with Alley Access (per 21.07.090H.9.b)</u>	<u>without Alley Access</u>
<u>Single-family, Two-family and Mobile Home Uses</u>	<u>50% max.</u>	<u>50% max.</u>	<u>75% max.</u>
<u>Other Uses</u>	<u>50% max.</u>	<u>50% max.</u>	<u>65% max.]</u>

[10. Access to Parking Spaces.

- a. Access to Parking Spaces.** Each parking space shall open to a parking aisle or driveway of such width and design as provided in subsection 21.07.090H.12. to provide safe and efficient means of vehicular access with no more than a standard two-movement entrance or exit from the parking space and without having to move another vehicle. Stacked and tandem parking spaces are allowed exceptions as provided in 21.07.090H.12.
- b. Backing Distances.** Adequate ingress and egress to each parking space shall be provided without backing more than 25 feet.
- c. Dead-End Parking Aisles.** Any parking bay that does not provide two means of vehicle egress shall provide, at the closed end, an extension of the parking aisle at least nine feet in depth, designated and signed as a “No Parking” turn-around area. Dead-end parking bays longer than 100 feet shall be subject to discretionary review and approval by the traffic engineer.
- d. Vehicle Maneuvering.** Off-street parking facilities shall be designed so that all vehicle maneuvers occur on the development site and not in the public right-of-way, and vehicles enter and exit the right-of-way in a forward motion, except the following are exempt:
 - i. Parking for single-family, two-family, and mobile home dwellings on individual lots, accessing a local street.**
 - ii. For other developments, parking areas comprising only one or two parking spaces whose only access is to a local street, provided that the paved vehicle area(s)**

~~occupy no more than 20 feet of the lot frontage in the front setback. The number of spaces may be increased to four spaces if arranged in tandem for residential dwellings as provided in 21.07.090K.12.k. Additional spaces for multifamily developments with up to four dwelling units may be approved by the traffic engineer in appropriate circumstances such as lots on dead-end streets, cul-de-sacs, or other local streets with low traffic volumes.~~



(Note to Code Revisor: The graphic above is deleted.)

- iii. ~~The usable portion of an alley may be credited as circulation and/or parking aisle space for parking areas with up to 4 spaces, provided there is at least 24 feet of maneuvering area between the end of each parking space and the opposite side of the improved alley. Additional parking spaces may be designed so that vehicles back out into an alley, subject to approval by the traffic engineer.]~~

[11. Driveway Design and Dimensions.]

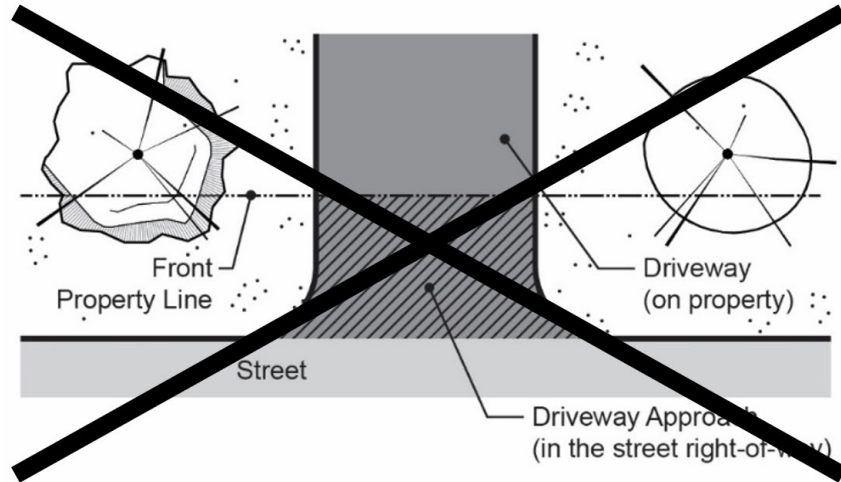
(Note to Code Revisor: The S-Version's revisions to the following subsection 21.07.090H.8.d, Parking Lot Entries/Driveways, restore the current adopted code text of this subsection.)

d[a][D]. ~~Parking Lot .Entries/Driveway[Approache]s.~~
Entries and driveway[approache]s providing access
to parking lots[from the street edge to the front

property line] [TO PARKING LOTS] shall conform to the municipal driveway standards currently established by the traffic engineer [CURRENTLY ESTABLISHED BY THE TRAFFIC ENGINEER] and this subsection 21.07.090H.11. Access to streets owned by the state of Alaska requires compliance with state driveway standards, department of transportation and public facilities approval, and a current valid state of Alaska driveway permit. Ingress and egress to parking facilities shall be designed to maintain adequate sight distance and safety and as prescribed in the municipal driveway standards. [as provided in 21.07.090H.8]. [DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES APPROVAL, AND A CURRENT VALID STATE OF ALASKA DRIVEWAY PERMIT. INGRESS AND EGRESS TO PARKING FACILITIES SHALL BE DESIGNED TO MAINTAIN ADEQUATE SIGHT DISTANCE AND SAFETY AND AS PRESCRIBED IN THE MUNICIPAL DRIVEWAY STANDARDS.]

i. Residential Uses. Residential driveway entrances shall comply with subsection 21.07.110F.3., Driveway Width.

ii. Nonresidential Uses. The total width of driveway entrances to a nonresidential lot from a street shall not exceed 40 percent of the frontage of the lot, or 33 percent of the frontage if the platting authority or traffic engineer finds that conditions warrant it, unless the applicant provides for snow storage in a manner approved by the decision-making body.



(Note to Code Revisor: The graphic above is deleted.)

[b.] Curb Openings and Public Walkway Crossings.

- i. Curb cut and curb returns at driveway openings to the street shall be provided as prescribed in the municipal driveway standards.**
- ii. Public walkways shall be maintained or restored to the maximum running slope and cross-slope prescribed by M.A.S.S. and A.D.A., except that in the traditional urban neighborhood contexts (21.07.015), public walkways on local streets shall be restored to as close to a level running grade as practical.]**

[c.] Driveway Approach (in ROW) as a Percentage of Lot Frontage Width.]

- I. RESIDENTIAL USES. RESIDENTIAL DRIVEWAY ENTRANCES SHALL COMPLY WITH SUBSECTION 21.07.110F.3., DRIVEWAY WIDTH.**
- II. NONRESIDENTIAL USES.] [THE TOTAL WIDTH OF THE DRIVEWAY] [approach] [ENTRANCES TO A NONRESIDENTIAL LOT] [FROM A STREET SHALL NOT EXCEED 40 PERCENT OF THE FRONTAGE OF THE LOT, OR 33 PERCENT OF THE FRONTAGE IF THE PLATTING AUTHORITY OR TRAFFIC ENGINEER FINDS THAT CONDITIONS**

1 **WARRANT IT][~~provided the following:~~] [,**
2 **UNLESS THE APPLICANT PROVIDES FOR**
3 **SNOW STORAGE IN A MANNER APPROVED**
4 **BY THE DECISION-MAKING BODY.]**

5
6 **~~i.~~ The driveway approach is always allowed to**
7 **~~have the minimum driveway width provided~~**
8 **~~by subsection d. The traffic engineer may~~**
9 **~~approve more than the minimum driveway~~**
10 **~~width, provided the traffic engineer~~**
11 **~~determines that snow storage, traffic flow~~**
12 **~~and safety, and the neighborhood context~~**
13 **~~are addressed.~~**

14
15 **~~ii.~~ The driveway approach shall not exceed the**
16 **~~maximum driveway width established in the~~**
17 **~~municipal driveway standards.~~**

18
19 **~~iii.~~ Flag lots are exempt from the percentage**
20 **~~limitations but shall have a maximum~~**
21 **~~driveway approach width of 20 feet. Abutting~~**
22 **~~flag lots may share a driveway approach up~~**
23 **~~to 24 feet wide (12 feet per lot).]~~**

24
25 **~~d.~~ *Minimum Driveway Width.* The minimum required**
26 **~~width of driveways, including both the driveway~~**
27 **~~approach within the street ROW and the portion of~~**
28 **~~the driveway on the development property, shall be~~**
29 **~~the minimum widths established in the municipal~~**
30 **~~driveway standards, as modified and clarified by~~**
31 **~~the following:~~**

32
33 **~~i.~~ The minimum width of a driveway providing**
34 **~~access to a single-family, two-family,~~**
35 **~~townhouse, or mobile home dwelling from a~~**
36 **~~local street or alley is 12 feet.~~**

37
38 **~~ii.~~ The minimum width of a driveway providing**
39 **~~access for up to 10 parking spaces serving a~~**
40 **~~townhouse or multifamily residential use~~**
41 **~~from a local street or alley is 12 feet (e.g., one~~**
42 **~~lane for two-way traffic), except that straight~~**
43 **~~(non-curving) driveway segments on the~~**
44 **~~development property (i.e., not in the~~**
45 **~~driveway approach) may be 10 feet.~~**

46
47 **~~iii.~~ The minimum width of a driveway providing**
48 **~~access for more than 10 parking spaces~~**
49 **~~serving a townhouse or multifamily use from~~**

a local street or alley is 12 feet for one-way traffic and 20 feet for two-way traffic.

e. Driveway Throat Length. The driveway throat shall be of sufficient length to enable the street and walkways in the ROW and the circulation, parking, and walkways in the development site to function without interfering with each other, as provided in the municipal driveway standards.

f. Sight Distance. Ingress and egress to parking facilities shall be designed as prescribed in the municipal driveway standards to maintain adequate sight distance and safety.

g. Circulation Definition. Curbed end islands shall be provided at the end of each row of parking spaces to define circulation and provide sight distance at internal intersections of parking aisles, driveways, and/or on-site roadways. Shared parking courtyards meeting 21.07.060G.20. may depart from this requirement.]

(Note to Code Revisor: The S-Version's revisions to the following subsection 21.07.090H.8.e., Parking and Maneuvering restore the current code text of this subsection that the ordinance had deleted.)

e. Parking and Maneuvering. All circulation aisles, driveways, and vehicle maneuvering areas required by this section shall be located entirely off-street and on the property unless specifically provided otherwise by this section.

i. Access to Parking Spaces. To ensure safe and efficient vehicular access to parking spaces, each off-street parking space shall open directly on a parking aisle or driveway of such width and design as provided in table 21.07-7 and the illustrations that follow the table. Adequate ingress and egress to each parking space shall be provided without backing more than 25 feet.

ii. Maneuvering Area. Off-street parking facilities shall be designed with sufficient maneuvering room so that all maneuvers associated with the parking shall occur in the off-street parking facility, and that all

vehicles enter the abutting street in a forward motion.

iii. Some Dwellings Exempted. Single-family, two-family, townhouse, and mobile home dwellings on individual lots shall be exempted from this subsection. Multifamily dwellings with up to four units shall be exempted from this subsection in appropriate circumstances if approved by the traffic engineer. Appropriate circumstances may include lots with alley access, lots located on low-volume streets, and lots located on dead-end streets or cul-de-sacs.

iv. Loading Berth Maneuvering. Vehicle maneuvering for loading berths shall be subject to the requirements of subsection 21.07.090G.6., Manner of Using Loading Areas.

[E. *PARKING AND MANEUVERING.* ALL CIRCULATION AISLES, DRIVEWAYS, AND VEHICLE MANEUVERING AREAS REQUIRED BY THIS SECTION SHALL BE LOCATED ENTIRELY OFF-STREET AND ON THE PROPERTY UNLESS SPECIFICALLY PROVIDED OTHERWISE BY THIS SECTION.

I. *ACCESS TO PARKING SPACES.* TO ENSURE SAFE AND EFFICIENT VEHICULAR ACCESS TO PARKING SPACES, EACH OFF-STREET PARKING SPACE SHALL OPEN DIRECTLY ON A PARKING AISLE OR DRIVEWAY OF SUCH WIDTH AND DESIGN AS PROVIDED IN TABLE 21.07-7 AND THE ILLUSTRATIONS THAT FOLLOW THE TABLE. ADEQUATE INGRESS AND EGRESS TO EACH PARKING SPACE SHALL BE PROVIDED WITHOUT BACKING MORE THAN 25 FEET.

II. *MANEUVERING AREA.* OFF-STREET PARKING FACILITIES SHALL BE DESIGNED WITH SUFFICIENT MANEUVERING ROOM SO THAT ALL MANEUVERS ASSOCIATED WITH THE PARKING SHALL OCCUR IN THE OFF-STREET PARKING FACILITY, AND

1 THAT ALL VEHICLES ENTER THE ABUTTING
2 STREET IN A FORWARD MOTION.

- 3
4 III. *SOME DWELLINGS EXEMPTED.* SINGLE-
5 FAMILY, TWO-FAMILY, TOWNHOUSE, AND
6 MOBILE HOME DWELLINGS ON INDIVIDUAL
7 LOTS SHALL BE EXEMPTED FROM THIS
8 SUBSECTION. MULTIFAMILY DWELLINGS
9 WITH UP TO FOUR UNITS SHALL BE
10 EXEMPTED FROM THIS SUBSECTION IN
11 APPROPRIATE CIRCUMSTANCES IF
12 APPROVED BY THE TRAFFIC ENGINEER.
13 APPROPRIATE CIRCUMSTANCES MAY
14 INCLUDE LOTS WITH ALLEY ACCESS, LOTS
15 LOCATED ON LOW-VOLUME STREETS, AND
16 LOTS LOCATED ON DEAD-END STREETS
17 OR CUL-DE-SACS.
18

19 *(Note to Code Revisor: The S-Version's revisions to the following subsections*
20 *21.07.090H.8.f., Dead-End Parking Aisles, 21.07.090H.8.g., Alleys, and*
21 *21.07.090H.8.h., Cross Access and Joint Access with Adjacent Sites, restore the*
22 *current adopted code text of these three subsections that the ordinance had*
23 *deleted.)*
24

- 25 **f. Dead-End Parking Aisles.** Dead-end parking aisles
26 may be allowed only with the approval of the traffic
27 engineer.
28
29 **g. Alleys.** Subject to safety approval by the traffic
30 engineer, the usable portion of an alley may be
31 credited as circulation and/or parking aisle space.
32
33 **h. Cross Access and Joint Access with Adjacent**
34 **Sites.** The plan shall show existing parking and
35 circulation patterns on adjacent properties and
36 potential connections. Required parking lots
37 serving a site, whether located on that same lot or
38 on an adjacent lot, may be connected by means of
39 a common access driveway within or between the
40 interior of such lots. Applicants are encouraged to
41 provide shared vehicle and pedestrian access to
42 adjacent properties for convenience, safety, and
43 efficient circulation. An access easement shall be
44 provided on the plat, or a shared access agreement
45 running with the land shall be recorded by the
46 municipality, as approved and executed by the
47 director, guaranteeing the continued availability of
48 the shared access between the properties.
49

F. *DEAD-END PARKING AISLES.* DEAD-END PARKING AISLES MAY BE ALLOWED ONLY WITH THE APPROVAL OF THE TRAFFIC ENGINEER.

G. *ALLEYS.* SUBJECT TO SAFETY APPROVAL BY THE TRAFFIC ENGINEER, THE USABLE PORTION OF AN ALLEY MAY BE CREDITED AS CIRCULATION AND/OR PARKING AISLE SPACE.

H. *CROSS ACCESS AND JOINT ACCESS WITH ADJACENT SITES.* THE PLAN SHALL SHOW EXISTING PARKING AND CIRCULATION PATTERNS ON ADJACENT PROPERTIES AND POTENTIAL CONNECTIONS. REQUIRED PARKING LOTS SERVING A SITE, WHETHER LOCATED ON THAT SAME LOT OR ON AN ADJACENT LOT, MAY BE CONNECTED BY MEANS OF A COMMON ACCESS DRIVEWAY WITHIN OR BETWEEN THE INTERIOR OF SUCH LOTS. APPLICANTS ARE ENCOURAGED TO PROVIDE SHARED VEHICLE AND PEDESTRIAN ACCESS TO ADJACENT PROPERTIES FOR CONVENIENCE, SAFETY, AND EFFICIENT CIRCULATION. AN ACCESS EASEMENT SHALL BE PROVIDED ON THE PLAT, OR A SHARED ACCESS AGREEMENT RUNNING WITH THE LAND SHALL BE RECORDED BY THE MUNICIPALITY, AS APPROVED AND EXECUTED BY THE DIRECTOR, GUARANTEEING THE CONTINUED AVAILABILITY OF THE SHARED ACCESS BETWEEN THE PROPERTIES.]

9[42][9]. *Dimensions of Parking Spaces and Aisles.* The parking space and aisle dimensional standards of this subsection 21.07.090H.9[42]. shall apply to all parking except as stated otherwise in subsections 21.07.090I., passenger loading zones and 21.07.090J., accessible parking spaces. Parking dimensions and layout shall be as provided in subsection a., including Table 21.07-6[43] and the figures that follow the table, with the additions and exceptions provided in subsections b. through m.THE MINIMUM DIMENSIONS FOR PARKING SPACES AND PARKING AISLES SHALL BE AS PROVIDED IN TABLE 21.07-7, AND CALCULATED AS DEPICTED IN THE FIGURES THAT FOLLOW THE TABLE. THE MINIMUM PARKING SPACE. WIDTH SHALL BE 9'0 EXCEPT AS PROVIDED ELSEWHERE IN THIS SECTION. THE PARKING CONFIGURATION STATED IN THE FOLLOWING TABLES AND FIGURES SHALL APPLY TO ALL OFF-STREET PARKING, EXCEPT AS STATED ELSEWHERE IN THIS SECTION.]

- a. Minimum Dimensions for Required Parking. Parking shall meet or exceed the STANDARD parking space and aisle dimensions set forth in table 21.07-6[43], except as follows:
- i. Parking facilities in the Downtown (DT) zoning districts, and in the **Traditional Neighborhood Design areas designated on Map 2-1: Anchorage 2040 Land Use Plan Map in the Anchorage 2040 Land Use Plan, [Traditional Urban Neighborhood Contexts delineated in 21.07.015, —]** may meet the SMALL parking space and aisle dimensions in table 21.07-6[43]. Up to 30 percent of parking in the Downtown (DT) zoning districts may meet the COMPACT parking dimensions, if signed for compact vehicles only.
- ii. In all other areas of the municipality, up to 50 percent of employee-only parking, structured parking facilities, or parking for uses with a low parking turnover rate may meet the SMALL parking space and aisle dimensions in table 21.07-6[43]. Uses with a low parking turnover rate are multifamily and mixed-use household living uses, office uses, and educational facility uses other than instructional services. **[Required] P[er]** parking shared between low-turnover and non-low-turnover uses shall meet STANDARD dimensions.
- iii. Any use that involves the preservation of a landmark listed in the Anchorage local landmarks register may also meet the SMALL parking space and aisle dimensions in Table 21.07-6[43].

TABLE 21.07-6[43][7] PARKING ANGLE, STALL, AND AISLE DIMENSIONS

Parking Angle (Degrees)	Parking Space Type	Space Width	Curb Length (Width Projection)	Space Depth (Vehicle Projection)	Aisle Width 1-way	Aisle Width 2-way	Typical Parking Bay Width (Module)	Interlock Reduction	Overhang Allowance
90	STANDARD	9' 0"	9' 0"	20' 0" ¹	23' 0"	24'	64' 0"	0' 0"	2' 0"
	SMALL	8' 6"	8' 6"	18' 0"	23' 6"	24'	60' 0"	0' 0"	

TABLE 21.07-6[43][7] PARKING ANGLE, STALL, AND AISLE DIMENSIONS									
Parking Angle (Degree s)	Parking Space Type	Space Width	Curb Length (Width Projection)	Space Depth (Vehicle Projection)	Aisle Width 1-way	Aisle Width 2-way	Typical Parking Bay Width (Module)	Interlock Reducti on	Overhang Allowance
	COMPACT	8' 0"	8' 0"	16' 0"	23' 6"	24'	56' 0"	0' 0"	
75	STANDARD	9' 0"	9' 4"	21' 8" ¹	19' 0"	24'	67' 4"	1' 2"	1' 11"
	SMALL	8' 6"	8' 10"	19' 7"	19' 6"	24'	63' 2"	1' 11"	
	COMPACT	8' 0"	8' 3"	19' 5"	19' 6"	24'	62' 11"	0' 6"	
60	STANDARD	9' 0"	10' 5"	21' 10" ¹	18' 0"	24'	67' 8"	2' 3"	1' 8"
	SMALL	8' 6"	9' 10"	19' 10"	18' 6"	24'	63' 8"	2' 2"	
	COMPACT	8' 0"	9' 3"	17' 10"	18' 6"	24'	59' 9"	1' 0"	
45	STANDARD	9' 0"	12' 9"	20' 6" ¹	12' 0"	24'	65' 0"	3' 2"	1' 5"
	SMALL	8' 6"	12' 0"	18' 9"	12' 6"	24'	61' 6"	3' 0"	
	COMPACT	8' 0"	11' 4"	16' 12"	12' 6"	24'	57' 11"	1' 5"	
0 (parallel)	STANDARD	9' 0"	23' 0"	9' 0"	12' 0"	24'	42' 0"	0' 0"	0' 0"
	SMALL	8' 6"	23' 0"	8' 6"	12' 6"	24'	41' 0"	0' 0"	
	COMPACT	8' 0"	23' 0"	8' 0"	12' 6"	24'	40' 0"	0' 0"	
		9' 6"	23' 0"	9' 6"	12' 0"	24'	43' 0"	0' 0"	
		10' 0"	23' 0"	10' 0"	12' 0"	24'	44' 0"	0' 0"	
[45]		8' 6"	12' 0"	18' 9"	12' 6"	24'	61' 6"	3' 0"	[1' 5"]
		9' 0"	12' 9"	20' 6"	12' 0"	24'	65' 0"	3' 2"	
		9' 6"	13' 5"	20' 10"	12' 0"	24'	65' 9"	3' 4"	
		10' 0"	14' 2"	21' 3"	12' 0"	24'	66' 5"	3' 6"	
[60]		8' 6"	9' 10"	19' 10"	18' 6"	24'	63' 8"	2' 2"	[1' 8"]
		9' 0"	10' 5"	21' 10"	18' 0"	24'	67' 8"	2' 3"	
		9' 6"	10' 12"	22' 1"	18' 0"	24'	68' 2"	2' 5"	
		10' 0"	11' 7"	22' 4"	18' 0"	24'	68' 8"	2' 6"	
[75]		8' 6"	8' 10"	19' 7"	19' 6"	24'	63' 2"	1' 1"	[1' 11"]
		9' 0"	9' 4"	21' 8"	19' 0"	24'	67' 4"	1' 2"	
		9' 6"	9' 10"	21' 9"	18' 6"	24'	67' 7"	1' 3"	
		10' 0"	10' 4"	21' 11"	18' 0"	24'	67' 10"	1' 5"	
[90]		8' 6"	8' 6"	18' 0"	23' 6"	24'	60' 0"	0' 0"	[2' 0"]
		9' 0"	9' 0"	20' 0"	23' 0"	24'	64' 0"	0' 0"	
		9' 6"	9' 6"	20' 0"	22' 0"	24'	64' 0"	0' 0"	
		10' 0"	10' 0"	20' 0"	22' 0"	24'	64' 0"	0' 0"	
¹ Developments in the Traditional Neighborhood Design areas designated on Map 2-1: Anchorage 2040 Land Use Plan Map in the Anchorage 2040 Land Use Plan [Traditional Urban and Edge Urban Neighborhood Development Context Areas] may use the following alternative STANDARD parking space depth (Vehicle Projection): 19' 0" for 90-degree parking angle; 20' 8" for 75-degree parking angle; 20' 11" for 60-degree parking angle, and 19' 6" for 45-degree parking angle. Parking bay width may decrease as a result.									

*** *** ***

(Note to code revisor: Re-number existing subsections a., b., c., d., and e. to b., c., d., e., and f.)

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g.[F.] *Structural Columns.* A structural column may encroach into the width of a parking space by up to one foot, provided the remaining parking space width is no less than eight feet. Such[IF THE] column shall be[IS] located within four feet of either end of the parking space depth. Such column shall not be located within one foot of the drive aisle.

h.[G.] *Minimum Vertical Clearance*
*** *** ***

[H. *SMALLER PARKING SPACES FOR LOW TURNOVER USES.* REDUCED PARKING SPACE DIMENSIONS MAY BE APPROVED BY THE TRAFFIC ENGINEER PURSUANT TO SUBSECTION F.21. ABOVE.]

i. *Recreational Vehicle Spaces.* Parking spaces for recreational vehicles, if provided and delineated, shall be a minimum of 10 feet wide by 40 feet long.

j. *Stacked [, AUTOMATED,] or Tandem Spaces with Attendant Parking.* The traffic engineer may approve reduced parking space dimensions for stacked parking spaces[,] and/or tandem spaces in an attendant (valet) parking facility. An accessible passenger loading zone shall be provided with attendant (valet) parking services at or near a primary entrance. Notice of availability of valet service shall be conspicuously posted inside and outside the primary entrance. The business owner shall enter into a parking agreement with the municipality guaranteeing continuation of the valet service.

k. *Stacked or Tandem Spaces for a Residential Dwelling.* Two [required] parking spaces for any residential dwelling may be arranged in tandem with a combined space depth (vehicle projection length) of 38 feet, or stacked one above the other using a car stacker, subject to the following:

i. The parking [required] for the dwelling unit is arranged independently from parking serving any other dwelling unit; and

ii. The owner assigns the two spaces to the same dwelling.

l. *Automated Parking Structures.* Automated parking structures are exempt from the parking space and aisle

dimensions and vertical clearance requirements of this section 21.07.090H. ~~9[42]~~. They are instead subject to section 21.07.090M.10.

m. *Administrative Adjustments.* The traffic engineer may approve a lesser parking dimension than set forth in this subsection 21.07.090H. ~~9[42]~~., due to site topography, existing structures, lot configuration, or preservation of trees and vegetation, subject to a recorded parking agreement~~[—complying with 21.07.090F.2].~~

*** *** ***

I. *Passenger Loading Zones.* All institutional, entertainment, and commercial uses such as schools/daycare, stadiums, and theaters that have high-volume peak traffic volumes shall provide an area for drop-offs and pick-ups that meets the following requirements:

1. *Passenger Loading Zone.* **[IN ADDITION TO THE REQUIRED MINIMUM NUMBER OF PARKING SPACES ESTABLISHED IN SUBSECTION 21.07.090E., T]**The traffic engineer may require one or more passenger loading zone spaces, depending on the type, intensity, and traffic patterns of the proposed use. The passenger loading zone for large commercial establishments or other intensive uses may be required by the traffic engineer to include one or more spaces dedicated to taxi cabs, ride hailing services, and/or other specialized high occupancy vehicles.

2. *Passenger Loading Zone Dimensions.* Any passenger loading zone that is provided for a development shall consist of one or more passenger drop-off/pick-up spaces parallel to the driveway or circulation aisle adjacent to the building. Each space shall be a minimum of 20 feet in length and eight or more feet in width, with an access aisle at least five feet wide abutting the full length of the space. As an alternative, subject to approval of the traffic engineer, a passenger loading zone may consist of one or more parking spaces that meets the accessible parking space dimensional standards of subsection 21.07.090J. ~~8[7]~~. However, designated passenger loading zone spaces shall not count towards any~~[THE]~~ accessible parking space requirement.

3. *Plan.* The parking facility layout, circulation, and design plan shall show the location and design of proposed passenger loading zones. For certain intensive uses, the traffic engineer may require the plan to include a traffic control plan addressing projected usage, hours of operation, peak loading/unloading time, plans for directing traffic, safety

measures, and other information deemed necessary by the traffic engineer to designing a safe and well-functioning drop-off area.

4. *Accessible Route.* An accessible pedestrian route to the building or facility entrance shall be provided pursuant to subsection 21.07.090J.10[9]., *Accessible Routes*.

5. *Schools.* Passenger loading zones shall be required for schools (public or private). Length, location, and design of the passenger loading zones shall be approved by the traffic engineer.

(Note to Code Revisor: The following subsection 21.07.090J. was not included in AO 2022-80 as introduced by the Assembly, but is included in the S-Version and amended as shown below.)

J. *Accessible Parking Spaces*

1. *Required Number of Accessible Parking Spaces.* A portion of the total number of parking spaces provided in each parking facility for commercial, industrial, community, multifamily, and mixed-use residential uses shall be accessible parking spaces. **These requirements are intended to reflect current national data on prevalence of mobility disabilities.** However, buildings in multifamily or mixed-use developments that are single-family, two-family, or townhouse style structures are not subject to the accessible parking space requirement. The number of accessible parking spaces shall be determined based on the total number of parking spaces provided, in accordance with table 21.07-7[8], Accessible Parking Spaces, except where otherwise stated in this section.

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TABLE 21.07-7[8]: ACCESSIBLE PARKING SPACES		
Total Parking Spaces Provided	Total Accessible Spaces Required	Number of Accessible Spaces that shall be Van-Accessible
<u>1 to 10</u>	<u>1</u>	<u>1</u>
<u>11 to 25</u>	<u>2[1]</u>	<u>2[1]</u>
26 to 50	<u>4[2]</u>	<u>2[1]</u>
51 to 75	<u>6[3]</u>	<u>2[1]</u>
76 to 100	<u>8[4]</u>	<u>2[1]</u>
101 to 150	<u>11[5]</u>	<u>2[1]</u>
151 to 200	<u>14[6]</u>	<u>2[1]</u>
201 to 300	<u>14[7]</u>	2
301 to 400	<u>14[8]</u>	2
401 to 500	<u>14[9]</u>	2
501 to 1000	<u>3[2]</u> percent of total	1 for every 6 accessible spaces
1001 and over	20 plus <u>2[1]</u> for each 100 over 1000	1 for every 6 accessible spaces

*** *** ***

7. Use of Required Accessible Parking. Required accessible parking facilities shall be used only for the parking of passenger automobiles of the residents, occupants, customers, visitors, or employees of the use. Accessible parking spaces and aisles shall be kept clear of obstructions, parking of equipment, and storage of goods or vehicles.

8[7]. Dimensions. Car accessible spaces shall be at least eight feet wide with an access aisle at least five feet wide abutting the space. Van accessible spaces shall be at least eight feet wide with an abutting access aisle at least eight feet in width. **When t[T]wo or more accessible parking spaces are required per Table 21.07-7, spaces shall[MAY] share a common access aisle between them.**

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(Note to code revisor: Re-number remaining subsections of 21.07.090J. Re-number all references to Table 21.07-8 to 21.07-7.)

K. *Bicycle Parking* [SPACES].

1. ***Applicability.*** This subsection is effective beginning January 1, 2024, and applies to the uses in Table 21.07-8. Uses listed in subsection 21.07.090K.3. are exempt.

2. ***Bicycle Parking Required.*** [ALL NONRESIDENTIAL, MULTIFAMILY, AND MIXED-USE DWELLING DEVELOPMENTS WITH MORE THAN 40 PARKING SPACES REQUIRED IN TABLE 21.07-4 SHALL PROVIDE AT LEAST FOUR BICYCLE PARKING SPACES, OR A NUMBER OF BICYCLE PARKING SPACES EQUAL TO THREE PERCENT OF THE NUMBER OF REQUIRED AUTOMOBILE PARKING SPACES, WHICHEVER IS GREATER.]

Table 21.07-8[14] establishes the minimum number of bicycle parking spaces required per principal use, and the percentage of these spaces required to be developed as long-term (employee, resident) bicycle parking, versus short-term (visitor) spaces. The requirements are intended to follow the recommendations in the *Anchorage Non-Motorized Plan*. The required minimum number of spaces is calculated as follows:

a. A minimum of two bicycle parking spaces shall be provided for each use in Table 21.07-8[14]. ~~[For commercial and community uses, group living uses with 10 or more beds, and household living uses with 10 or more dwellings, the two spaces shall be located outdoors and publicly accessible for customers and short-term visitors.]~~

[b. ~~After the first 40 bicycle parking spaces, no additional bicycle parking is required for any individual non-residential use.~~

c. ~~Subsection 21.07.090C., Computation of Parking and Loading Requirements, applies with respect to fractions, multiple uses, and building floor area measurements.~~

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TABLE 21.07-8[14]: Bicycle Parking Spaces Required			
<u>Use Category/Type</u>	<u>Minimum Number of Bicycle Spaces¹</u> <u>("sf" = square feet; "gfa" = gross floor area)</u>		<u>Minimum Percentage for Long-Term Spaces</u> <u>(for required bicycle parking in excess of 2 spaces)²</u>
	<u>[Areas with Area-specific Parking Requirements in Table 21.07-7]</u>	<u>[All Other Areas]</u>	
<u>Multifamily and mixed-use dwellings</u>	1 space per 5 [two] dwellings	[1 space per 10 dwellings]	75[90] percent ³
<u>Group living uses, Roominghouses, Homeless and transient shelters[.]</u>	1 space per 5 beds	[1 space per 5 beds]	75[90] percent
<u>Government administration & civic facility, Offices, Hospitals/Healthcare facilities[.]</u>	1 space per 5,000 sf gfa	[1 space per 10,000 sf gfa]	75 percent
<u>Cultural Facilities, Entertainment & Recreation Facilities</u>	1 space per 10,000 sf gfa	[1 space per 20,000 sf gfa]	10 percent
<u>Schools, Colleges[.]</u>	4 spaces per classroom	[2 spaces per classroom]	25 percent
<u>Restaurants, Bars</u>	1 space per 3,000 sf gfa	[1 space per 10,000 sf gfa]	10 percent
<u>Retail Sales, Personal Service, Repair & Rental[.]</u>	1 space per 5,000 [12,000] sf gfa	[1 space per 24,000 gfa]	10 percent
<u>[Industrial uses]</u>	[1 space per 25,000 sf. gfa]	[1 space per 50,000]	[75 percent]
<u>Visitor Accommodations</u>	1 space per 23,000 sf gfa	[1 space per 23,000 sf gfa]	75 percent
<u>Industrial uses</u>	1 space per 25,000 sf gfa	[1 space per 50,000]	75 percent
<u>Uses not included above, except as provided in subsection K.3[2]. below</u>	Minimum of 2 spaces	[Minimum of 2 spaces]	Not required
¹ A minimum of 2 spaces are required for each use. After the first 40 bicycle parking spaces, no additional bicycle parking is required for any individual non-residential use.			
² The first 2 required spaces are not used in calculating the percentage of required long term spaces. The number of required long-term bicycle parking spaces is calculated as a percentage of the overall number of required spaces beyond the first two required spaces.			
³ For multifamily and mixed-use dwellings, the requirement for a minimum percentage of required bike spaces to be long-term spaces is applicable only to buildings with five or more dwellings. All townhouse-style buildings are exempt from the long-term space requirement.			

3[2]. Exemptions. The bicycle parking [THIS] requirements in subsection 1. shall not apply to:

- a. Household living dwelling units with their own individual garages [BUILDINGS IN MULTIFAMILY OR MIXED-USE DEVELOPMENTS THAT ARE SINGLE-FAMILY, TWO-FAMILY, OR TOWNHOUSE STYLE STRUCTURES].

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b. Airstrips.

c. Utility Substations, Telecommunication facilities, and WECS.

e. Natural resource extraction.

f. Impound yards and storage yards.

g. Any other non-residential use which has no regular employees or people on premises.

4[3]. Administrative Adjustments. The director and traffic engineer may approve administrative relief or adjustments to the bicycle parking requirement or bicycle facility development standards ~~[for changes of use or modifications to existing buildings and site]~~, provided the applicant demonstrates the adjustment is necessary to compensate for a practical difficulty of the site. The department shall keep record of the approved adjustment with written findings supporting the adjustment on file and available for public inspection.

5. Co-Located Bicycle Parking. Bicycle parking spaces may be co-located for different uses on the same property if bicycle facility development standards are met. The total required bicycle parking spaces shall be the sum of the required parking for the individual uses.

6[4]. Bicycle Parking Facility Development Standards. These requirements shall apply to all required bicycle parking spaces, except as specifically provided otherwise. Only long-term parking spaces required by table 21.07-8[14] (in right-hand column) shall follow the requirements of subsection g. [BICYCLE PARKING SPACES SHALL MEET THE STANDARDS OF SUBSECTION 21.07.060F.15.]

a. Required bicycle parking or a sign leading thereto shall be located in an area visible from a primary entrance area. ~~[Required bicycle parking other than long-term bicycle parking shall be located within 50 feet of a primary entrance as measured along an accessible pedestrian route.]~~

b. A required bicycle parking space shall be either a bike rack or bike locker. Each shall be a securely anchored, tamper-resistant structure. Bike racks shall allow the bike frame and one wheel to be locked to the rack with a standard U-type lock when both wheels are left on

the bicycle. Bike racks shall support the bicycle frame in a stable position without damage to the bicycle. Horizontal bike racks (i.e., racks not mounted to walls) shall support the bicycle at two or more points.

i. Bicycle rack tubing shall be a minimum of ¼ inch diameter and maximum of 3-inch diameter.

ii. The topmost attachable portion of bicycle racks shall be 25 inches to 40 inches in height.

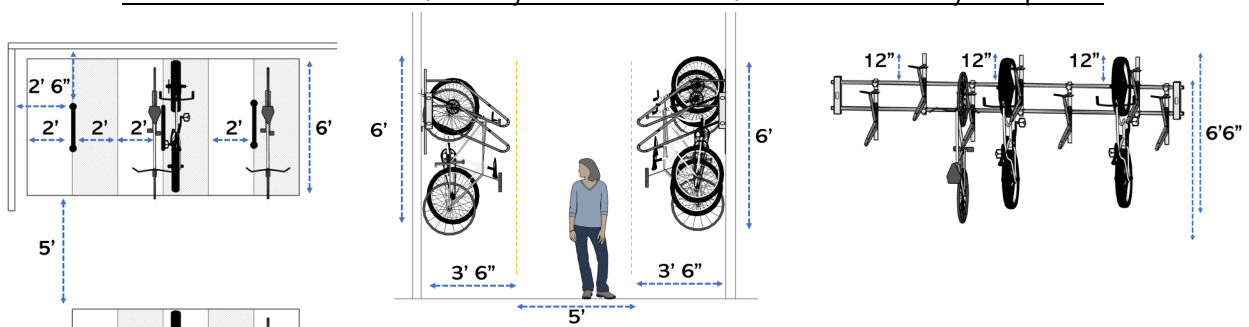
c. A required bicycle parking space shall be a minimum of six feet long and two feet wide, with the following exceptions:

i. Vertical bicycle parking spaces (securing the bicycle perpendicular to the ground) shall be a minimum of three feet six inches deep measured from the wall and six feet six inches tall. Vertical parking spaces placed side-by-side shall be a minimum of one foot six inches wide, with a vertical stagger of one foot between side-by-side spaces, as shown in the first set of figures below.

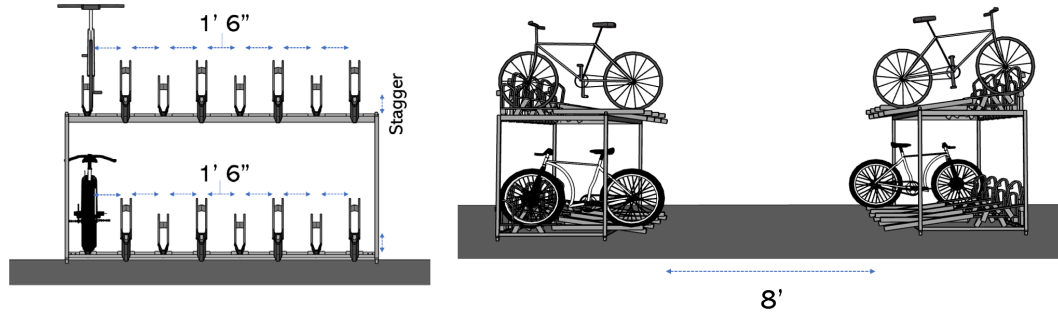
ii. Triangle bike locker layouts are exempt from the two-foot minimum width however shall have a minimum length of six feet six inches and access doors at least two feet six inches wide.

iii. Stacked bike parking spaces (stacking bicycles one tier on top of another) may meet the alternative stacked dimensions in the bottom figures provided there is a mechanically assisted lifting mechanism for mounting the bicycle on the upper tier.

Dimensions for Horizontal/Side-by-Side and Vertical/Wall-Mounted Bicycle Spaces:



Dimensions for Stacked Bicycle Spaces:



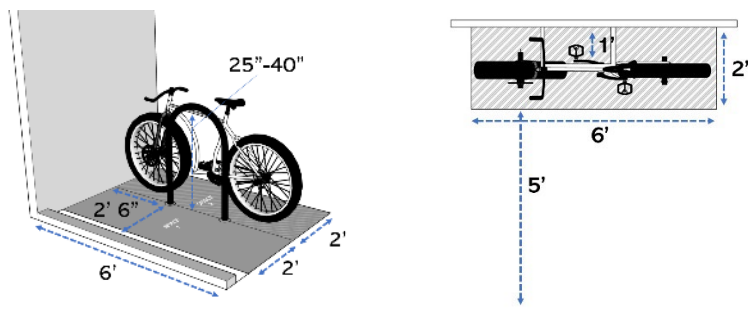
iv. Other deviations are permitted, per director approval, provided the applicant demonstrates the spaces meet the intent of the standard.

d. Bicycle parking spaces shall be designed so that the bicycle may be added or removed without having to move another bicycle.

i. There shall be a minimum of five feet of clear space inclusive of a walkway, behind the parking space to allow room for bicycle maneuvering.

ii. There shall be a minimum of two-foot six-inch clearance from all sides of the bicycle rack to walls, fences, curbs, and vehicle parking and circulation areas, or other obstructions, except for racks provided in iii.

iii. Horizontal bike parking spaces (securing the bicycle horizontal to the ground) with racks attached to walls shall have a minimum one-foot clearance from the rack to the wall, as shown in the second figure below. Vertical and stacked spaces have no required wall clearance.



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e. Areas devoted to bicycle parking facilities shall be illuminated, hard-surfaced, and designed and

maintained to be clear of **obstructions**, mud, and snow.

f. Bicycle parking shall not obstruct pedestrian walkways, building access, or other use areas.

g. A minimum of 30 percent of long-term spaces shall be level with the floor such that bicyclists do not have to lift a bicycle overhead to park it.

7[h]. Development Standards for Long-Term Spaces. Long-term bicycle parking spaces are intended to accommodate **bicyclists [residents, students, employees, and commuters]** who typically need to store a bicycle overnight or for an entire work shift or school day. **In addition to the standards in subsection 6., r[R]equired long-term spaces shall comply with the following additional standards:**

a[i]. Long-term bicycle parking shall be located in **illuminated [well-lit]** restricted access, lockable rooms or **indoor or outdoor** enclosures providing protection from theft, vandalism, and weather. Bicycle lockers, covered bicycle cages, or a secure room inside a building are common examples. **A bicycle parking area located in a secure part of the building, such as an employee area not accessible to the public, is also acceptable.**

b[ii]. Long-term bicycle parking spaces shall be located where bicyclists are not required to carry bicycles on stairs to access the parking.

c[iii]. ~~[Long-term bicycle parking spaces for residential uses with fewer than five dwellings may be located within dwelling units, provided each dwelling unit has at least one bike parking space. Bicycle parking in the dwelling shall be located] [within 15 feet of the dwelling's primary entrance and] [-in a closet or three-sided alcove which includes a rack and meets the development standards of this subsection 21.07.090K.6][4][.]~~ **Required I[L]ong-term spaces shall not be located within dwelling units, or on a balcony, deck, or patio area accessory to an individual dwelling unit.**

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(AO 2012-124(S), 2-26-13; AO 2013-117, 12-3-13; AO 2014-58, 5-20-14; AO 2015-82, 7-28-15; AO 2015-100, 10-13-15; AO 2015-131, 1-12-16; AO 2016-3(S), 2-23-16; AO 2017-55, 4-11-17; AO 2017-176, 1-9-18; AO 2019-132, 12-3-19; AO 2020-38, 4-28-20)

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21.07.110 Residential Design Standards.

(Note to Code Revisor: The S-Version's revisions to section 21.07.110, Residential Design Standards, restore the current code text of section 21.07.110 that the ordinance had deleted. The S-Version recommends retaining section 21.07.110 as currently adopted, in this ordinance.)

A. Purpose.

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(Note to Code Revisor: The S-Version's revisions to the following subsection 21.07.110A., Purpose, restore the current code text of this subsection that the ordinance had deleted.)

4. Enhance public safety by promoting lines of sight to residential entries, clearly defining transitions from public to more private residential outdoor spaces, and designing entrances to be prominent.

5. Locate active living spaces, entrances, and windows to improve the physical and visual connection from residences to the street, and foster opportunities for casual surveillance of the street and outwardly expressed proprietorship of the neighborhood.

[4. ENHANCE PUBLIC SAFETY BY PROMOTING LINES OF SIGHT TO RESIDENTIAL ENTRIES, CLEARLY DEFINING TRANSITIONS FROM PUBLIC TO MORE PRIVATE RESIDENTIAL OUTDOOR SPACES, AND DESIGNING ENTRANCES TO BE PROMINENT.

5. LOCATE ACTIVE LIVING SPACES, ENTRANCES, AND WINDOWS TO IMPROVE THE PHYSICAL AND VISUAL CONNECTION FROM RESIDENCES TO THE STREET, AND FOSTER OPPORTUNITIES FOR CASUAL SURVEILLANCE OF THE STREET AND OUTWARDLY EXPRESSED PROPRIETORSHIP OF THE NEIGHBORHOOD.]

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C. Standards for Multifamily and Townhouse Residential.

(Note to Code Revisor: The S-Version's revisions to the following subsection 21.07.110C.1., Purpose, restore the current code text of this subsection that the ordinance had deleted.)

1. Purpose.

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c. Promote building placement and orientation that interfaces with the neighborhood street and engages the pedestrian, to contribute to public safety, attractive street frontages, pedestrian access, and a sense of neighborhood and community.

[C. PROMOTE BUILDING PLACEMENT AND ORIENTATION THAT INTERFACES WITH THE NEIGHBORHOOD STREET AND ENGAGES THE PEDESTRIAN, TO CONTRIBUTE TO PUBLIC SAFETY, ATTRACTIVE STREET FRONTAGES, PEDESTRIAN ACCESS, AND A SENSE OF NEIGHBORHOOD AND COMMUNITY.]

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g. Promote a safe living environment through “eyes on the street” design elements, such as placement of windows, and transition spaces between the public realm and the more private areas of the development.

[G. PROMOTE A SAFE LIVING ENVIRONMENT THROUGH “EYES ON THE STREET” DESIGN ELEMENTS, SUCH AS PLACEMENT OF WINDOWS, AND TRANSITION SPACES BETWEEN THE PUBLIC REALM AND THE MORE PRIVATE AREAS OF THE DEVELOPMENT.]

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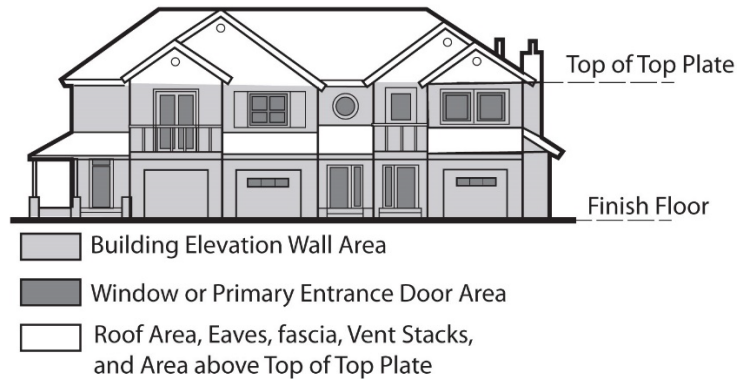
(Note to Code Revisor: The S-Version’s revisions to the following subsection 21.07.110C.3., Windows Facing the Street, restore the current code text of this subsection that the ordinance had deleted.)

3. Windows Facing the Street.

a. Windows. Windows or primary entrance doors shall be provided on each building elevation facing a street or that has primary entrances to dwellings (up to a maximum of two elevations). At least 10 percent of the wall area of the building elevation shall be windows or primary entrance doors. The director may eliminate or reduce the requirement on one elevation (in instance where up to two apply) based on site specific circumstances (such as infill projects where an entry faces an adjacent property rather than the street).

b. Wall Area Calculation. The area of vertical wall surface measured from finished floor of each level, including garages to top of top plate. In the case

of a basement wall, calculate the area of vertical wall surface measured from finished grade to the top of the finished floor above or top of top plate, whichever is applicable. Any wall area above the top plate shall not apply, including any gable ends. The façade wall area of stories below grade plane, such as below grade parking, are exempt from the measurement of wall area. The roof, including eaves, fascia, and vent stacks, is also exempt, as illustrated below.



c. Energy Efficiency Exception. A reduction in required window area is permitted if demonstrated by calculation by an energy rater certified by the state of Alaska that installing the required window area will reduce the energy rating below a 5-star energy rating.

d. Additions and Renovations. Only the wall area affected by either an addition or a renovation shall be required to comply with the opening requirements. Unaffected wall areas need not comply. Garage additions are exempt from opening requirements. The director may eliminate or reduce the requirement for window openings on additions/renovations based on project specific circumstances (such as the nature of the spaces being added, building orientation, or structural requirements).

[3. WINDOWS FACING THE STREET.

A. WINDOWS. WINDOWS OR PRIMARY ENTRANCE DOORS SHALL BE PROVIDED ON EACH BUILDING ELEVATION FACING A STREET OR THAT HAS PRIMARY ENTRANCES TO DWELLINGS (UP TO A

MAXIMUM OF TWO ELEVATIONS). AT LEAST 10 PERCENT OF THE WALL AREA OF THE BUILDING ELEVATION SHALL BE WINDOWS OR PRIMARY ENTRANCE DOORS. THE DIRECTOR MAY ELIMINATE OR REDUCE THE REQUIREMENT ON ONE ELEVATION (IN INSTANCE WHERE UP TO TWO APPLY) BASED ON SITE SPECIFIC CIRCUMSTANCES (SUCH AS INFILL PROJECTS WHERE AN ENTRY FACES AN ADJACENT PROPERTY RATHER THAN THE STREET).

- B. *WALL AREA CALCULATION.* THE AREA OF VERTICAL WALL SURFACE MEASURED FROM FINISHED FLOOR OF EACH LEVEL, INCLUDING GARAGES TO TOP OF TOP PLATE. IN THE CASE OF A BASEMENT WALL, CALCULATE THE AREA OF VERTICAL WALL SURFACE MEASURED FROM FINISHED GRADE TO THE TOP OF THE FINISHED FLOOR ABOVE OR TOP OF TOP PLATE, WHICHEVER IS APPLICABLE. ANY WALL AREA ABOVE THE TOP PLATE SHALL NOT APPLY, INCLUDING ANY GABLE ENDS. THE FAÇADE WALL AREA OF STORIES BELOW GRADE PLANE, SUCH AS BELOW GRADE PARKING, ARE EXEMPT FROM THE MEASUREMENT OF WALL AREA. THE ROOF, INCLUDING EAVES, FASCIA, AND VENT STACKS, IS ALSO EXEMPT, AS ILLUSTRATED BELOW.



- C. *ENERGY EFFICIENCY EXCEPTION.* A REDUCTION IN REQUIRED WINDOW AREA IS PERMITTED IF DEMONSTRATED BY CALCULATION BY AN ENERGY RATER CERTIFIED BY THE STATE OF ALASKA THAT INSTALLING THE REQUIRED WINDOW AREA WILL REDUCE THE ENERGY RATING BELOW A 5-STAR ENERGY RATING.

- D. **ADDITIONS AND RENOVATIONS.** ONLY THE WALL AREA AFFECTED BY EITHER AN ADDITION OR A RENOVATION SHALL BE REQUIRED TO COMPLY WITH THE OPENING REQUIREMENTS. UNAFFECTED WALL AREAS NEED NOT COMPLY. GARAGE ADDITIONS ARE EXEMPT FROM OPENING REQUIREMENTS. THE DIRECTOR MAY ELIMINATE OR REDUCE THE REQUIREMENT FOR WINDOW OPENINGS ON ADDITIONS/RENOVATIONS BASED ON PROJECT SPECIFIC CIRCUMSTANCES (SUCH AS THE NATURE OF THE SPACES BEING ADDED, BUILDING ORIENTATION, OR STRUCTURAL REQUIREMENTS).]

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4[3][4]. Building Spacing.

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(Note to Code Revisor: The S-Version's revisions to the following subsection 21.07.110C.5., Pedestrian Access, restore the current code text of this subsection that the ordinance had deleted.)

5. Pedestrian Access. Walkway connections from primary front entrances to the street are required in accordance with subsection 21.07.060E.4., except that developments may provide one of the following alternatives instead:

- a. Primary front entrances for individual dwellings may connect to the street by the dwelling unit's individual driveway if such is provided;**
- b. A parking courtyard may be provided in conformance with subsection 21.07.060F.17., or**
- c. Other methods, as approved by the director, that provide safe, convenient, and adequate pedestrian access.**

[5. PEDESTRIAN ACCESS. WALKWAY CONNECTIONS FROM PRIMARY FRONT ENTRANCES TO THE STREET ARE REQUIRED IN ACCORDANCE WITH SUBSECTION 21.07.060E.4., EXCEPT THAT DEVELOPMENTS MAY PROVIDE ONE OF THE FOLLOWING ALTERNATIVES INSTEAD:

- A. PRIMARY FRONT ENTRANCES FOR INDIVIDUAL DWELLINGS MAY CONNECT TO THE STREET BY THE DWELLING UNIT'S INDIVIDUAL DRIVEWAY IF SUCH IS PROVIDED;**

B. A PARKING COURTYARD MAY BE PROVIDED IN CONFORMANCE WITH SUBSECTION 21.07.060F.18., OR

C. OTHER METHODS, AS APPROVED BY THE DIRECTOR, THAT PROVIDE SAFE, CONVENIENT, AND ADEQUATE PEDESTRIAN ACCESS.

(Note to Code Revisor: The S-Version's revisions to the following subsection 21.07.110C.6., Building and Site Orientation Menu, restore the current code text of this subsection that the ordinance had deleted, except that a reference to 21.07.060F.17. is re-numbered to F.16 in subsection 21.07.110C.6.i.)

6. Building and Site Orientation Menu. Buildings shall be oriented to surrounding streets, sidewalks, common private open spaces, and the neighborhood public realm through at least three of the following menu choices. The director may reduce the requirement to two menu choices if he or she determines that the primary objective of the menu option is achieved or that the specific site limits availability of a majority of the options.

a. Courtyard Housing. Arrange or configure the building(s) to enclose and frame a housing courtyard as described in subsection 21.07.060F.7.

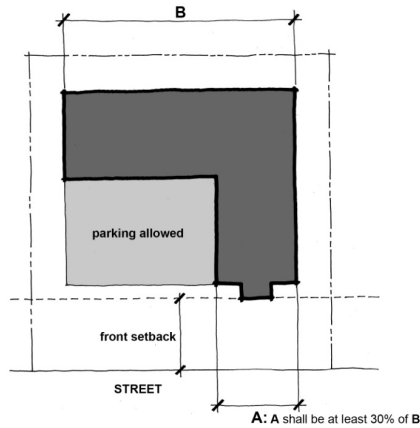
b. Orientation of Living Spaces and Windows—Ground Floor. Provide windows and/or entrances to habitable living spaces comprising, at least 10 percent of the ground-floor wall area of up to two building elevations facing a street or having a primary front entrance. Windows in a garage door do not count towards the minimum area in this section.

c. Orientation of Living Spaces and Windows—Overall Development. Provide windows and/or entrances to habitable living spaces, comprising at least 10 percent of the total wall area of up to two building elevations facing a street or having a primary front entrance. Windows in a garage door do not count towards the minimum area of this section.

d. Orientation of Living Spaces and Windows—Additional Transparency. Increase the percentage of the wall area comprised of windows and/or

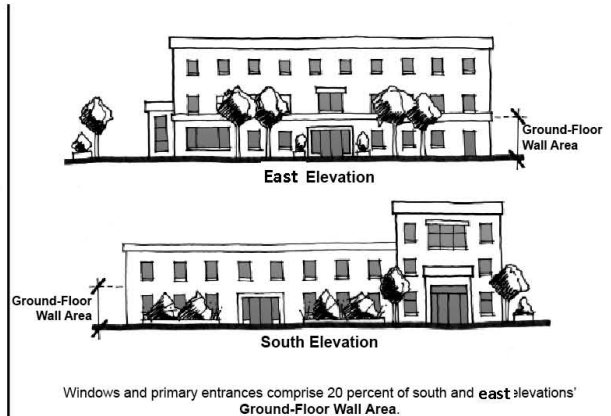
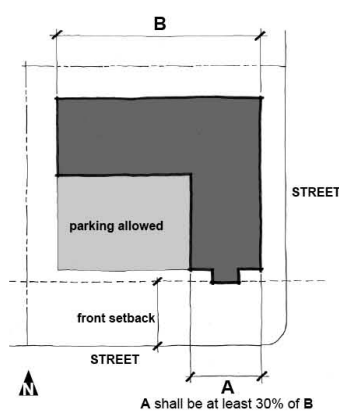
pedestrian entrances to 20 percent in subsections 6.b. and/or 6.c. above.

- e. Street Frontage – Parking Beside or Behind the Building.** No more than 70 percent of a street-facing building elevation shall have parking facilities (including garages) between it and the street.



- f. Street Frontage – Limited Parking Width.** As an alternative to 6.e. above, limit driveways and parking facilities to no more than 50 percent of the total site area between the building and a street, and garages to no more than 50 percent of the street facing building elevation.

- g. Street Corner Building.** On a corner lot, provide choices 6.e. and 6.f. on both street frontages, such that the building (including its habitable floor area with windows) is placed nearest the corner, and any parking facilities are located beside or behind the building away from the street corner. Compliance with this feature counts for meeting two.



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- h. Limited Front-Facing Garage Width for Townhouses.** Where garages for individual townhouse-style dwelling units face the street or are on the same building elevation as the primary front entry to the dwellings, limit the garage door width to no more than 50 percent of the width of each dwelling, or up to 67 percent provided the building façade achieves one more feature than required in subsection C.7., Building Articulation Menu.
 - i. Enhanced Sidewalk.** Provide an enhanced sidewalk conforming to subsection 21.07.060F.16. on at least one street frontage that is not less than 100 linear feet.
 - j. Separated Walkway to the Street.** Connect all primary entrances to the street by a clear and direct walkway separated from and not routed through a parking facility.
 - k. Visible Front Entries.**

 - i.** Place the primary front entrance(s) (at least one shared primary front entrance for a multifamily structure or at least 50 percent of individual unit entrances) on a street-facing building elevation, or facing a common private open space that is visible from and has direct access to the street.
 - ii.** As an alternative, place the primary front entrance(s) on a façade at an angle of up to 90 degrees from the street, where there is an unobstructed line of sight from the street or sidewalk edge (abutting the site) to the entry door, and a sheltering roof structure no more than 12 feet above the floor of the entry as a permanent architectural feature projecting from the façade.
 - l. Enhanced Front Yard Landscaping.** Provide one level higher of site or parking lot perimeter landscaping along the street frontages (up to a maximum of two frontages) than otherwise required by this title. For example, if L1 landscaping is required, provide L2 landscaping.

m. Site Entry Feature. Highlight and define a pedestrian and/or vehicle entrance to a development site using three or more of the following elements:

i. Landscape treatment with seasonal color and trees, which clearly distinguishes and highlights the site entry.

ii. Plaza or courtyard as described in subsection 21.07.060F6. or 7.

iii. Identifying building primary entrance form including a covered entry, when the primary entrance is within 40 feet of the site entrance.

iv. Special paving, pedestrian scale lighting, and/or bollards.

v. Ornamental gate and/or fence.

n. Director Approval. Other methods, as approved by the director, that provide appropriate building and site layouts relative to the surrounding neighborhood and streets.

6. *BUILDING AND SITE ORIENTATION MENU.* BUILDINGS SHALL BE ORIENTED TO SURROUNDING STREETS, SIDEWALKS, COMMON PRIVATE OPEN SPACES, AND THE NEIGHBORHOOD PUBLIC REALM THROUGH AT LEAST THREE OF THE FOLLOWING MENU CHOICES. THE DIRECTOR MAY REDUCE THE REQUIREMENT TO TWO MENU CHOICES IF HE OR SHE DETERMINES THAT THE PRIMARY OBJECTIVE OF THE MENU OPTION IS ACHIEVED OR THAT THE SPECIFIC SITE LIMITS AVAILABILITY OF A MAJORITY OF THE OPTIONS.

A. *COURTYARD HOUSING.* ARRANGE OR CONFIGURE THE BUILDING(S) TO ENCLOSE AND FRAME A HOUSING COURTYARD AS DESCRIBED IN SUBSECTION 21.07.060F.7.

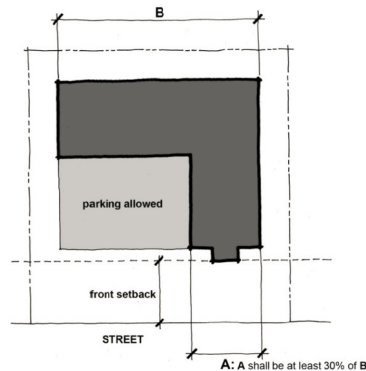
B. *ORIENTATION OF LIVING SPACES AND WINDOWS—GROUND FLOOR.* PROVIDE WINDOWS AND/OR ENTRANCES TO HABITABLE LIVING SPACES COMPRISING, AT LEAST 10 PERCENT OF THE GROUND-FLOOR WALL AREA OF UP TO TWO BUILDING ELEVATIONS FACING A

STREET OR HAVING A PRIMARY FRONT
ENTRANCE. WINDOWS IN A GARAGE DOOR DO
NOT COUNT TOWARDS THE MINIMUM AREA IN
THIS SECTION.

C. *ORIENTATION OF LIVING SPACES AND
WINDOWS—OVERALL DEVELOPMENT.* PROVIDE
WINDOWS AND/OR ENTRANCES TO HABITABLE
LIVING SPACES, COMPRISING AT LEAST 10
PERCENT OF THE TOTAL WALL AREA OF UP TO
TWO BUILDING ELEVATIONS FACING A STREET
OR HAVING A PRIMARY FRONT ENTRANCE.
WINDOWS IN A GARAGE DOOR DO NOT COUNT
TOWARDS THE MINIMUM AREA OF THIS SECTION.

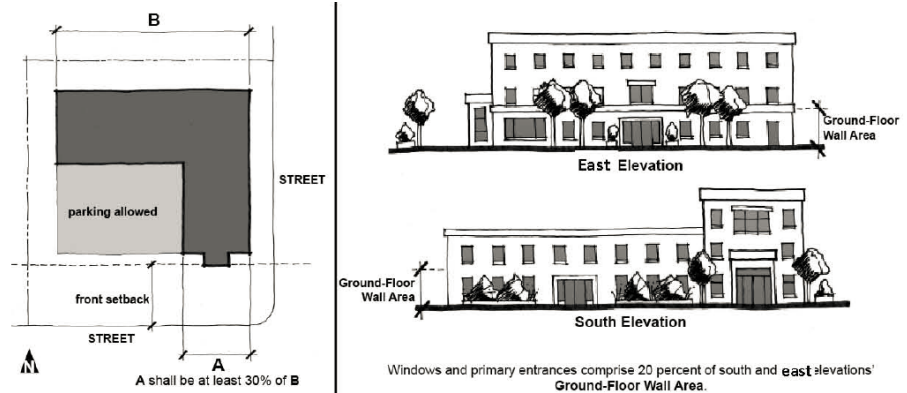
D. *ORIENTATION OF LIVING SPACES AND
WINDOWS—ADDITIONAL TRANSPARENCY.*
INCREASE THE PERCENTAGE OF THE WALL
AREA COMPRISED OF WINDOWS AND/OR
PEDESTRIAN ENTRANCES TO 20 PERCENT IN
SUBSECTIONS 6.B. AND/OR 6.C. ABOVE.

E. *STREET FRONTAGE – PARKING BESIDE OR
BEHIND THE BUILDING.* NO MORE THAN 70
PERCENT OF A STREET-FACING BUILDING
ELEVATION SHALL HAVE PARKING FACILITIES
(INCLUDING GARAGES) BETWEEN IT AND THE
STREET.]



[F. *STREET FRONTAGE – LIMITED PARKING WIDTH.*
AS AN ALTERNATIVE TO 6.E. ABOVE, LIMIT
DRIVEWAYS AND PARKING FACILITIES TO NO
MORE THAN 50 PERCENT OF THE TOTAL SITE
AREA BETWEEN THE BUILDING AND A STREET,
AND GARAGES TO NO MORE THAN 50 PERCENT
OF THE STREET FACING BUILDING ELEVATION.

- G. **STREET CORNER BUILDING.** ON A CORNER LOT, PROVIDE CHOICES 6.E. AND 6.F. ON BOTH STREET FRONTAGES, SUCH THAT THE BUILDING (INCLUDING ITS HABITABLE FLOOR AREA WITH WINDOWS) IS PLACED NEAREST THE CORNER, AND ANY PARKING FACILITIES ARE LOCATED BESIDE OR BEHIND THE BUILDING AWAY FROM THE STREET CORNER. COMPLIANCE WITH THIS FEATURE COUNTS FOR MEETING TWO.



- H. **LIMITED FRONT-FACING GARAGE WIDTH FOR TOWNHOUSES.** WHERE GARAGES FOR INDIVIDUAL TOWNHOUSE-STYLE DWELLING UNITS FACE THE STREET OR ARE ON THE SAME BUILDING ELEVATION AS THE PRIMARY FRONT ENTRY TO THE DWELLINGS, LIMIT THE GARAGE DOOR WIDTH TO NO MORE THAN 50 PERCENT OF THE WIDTH OF EACH DWELLING, OR UP TO 67 PERCENT PROVIDED THE BUILDING FAÇADE ACHIEVES ONE MORE FEATURE THAN REQUIRED IN SUBSECTION C.7., BUILDING ARTICULATION MENU.
- I. **ENHANCED SIDEWALK.** PROVIDE AN ENHANCED SIDEWALK CONFORMING TO SUBSECTION 21.07.060F.17. ON AT LEAST ONE STREET FRONTAGE THAT IS NOT LESS THAN 100 LINEAR FEET.
- J. **SEPARATED WALKWAY TO THE STREET.** CONNECT ALL PRIMARY ENTRANCES TO THE STREET BY A CLEAR AND DIRECT WALKWAY SEPARATED FROM AND NOT ROUTED THROUGH A PARKING FACILITY.
- K. **VISIBLE FRONT ENTRIES.**

I. PLACE THE PRIMARY FRONT ENTRANCE(S) (AT LEAST ONE SHARED PRIMARY FRONT ENTRANCE FOR A MULTIFAMILY STRUCTURE OR AT LEAST 50 PERCENT OF INDIVIDUAL UNIT ENTRANCES) ON A STREET-FACING BUILDING ELEVATION, OR FACING A COMMON PRIVATE OPEN SPACE THAT IS VISIBLE FROM AND HAS DIRECT ACCESS TO THE STREET.

II. AS AN ALTERNATIVE, PLACE THE PRIMARY FRONT ENTRANCE(S) ON A FAÇADE AT AN ANGLE OF UP TO 90 DEGREES FROM THE STREET, WHERE THERE IS AN UNOBSTRUCTED LINE OF SIGHT FROM THE STREET OR SIDEWALK EDGE (ABUTTING THE SITE) TO THE ENTRY DOOR, AND A SHELTERING ROOF STRUCTURE NO MORE THAN 12 FEET ABOVE THE FLOOR OF THE ENTRY AS A PERMANENT ARCHITECTURAL FEATURE PROJECTING FROM THE FAÇADE.

L. *ENHANCED FRONT YARD LANDSCAPING.* PROVIDE ONE LEVEL HIGHER OF SITE OR PARKING LOT PERIMETER LANDSCAPING ALONG THE STREET FRONTAGES (UP TO A MAXIMUM OF TWO FRONTAGES) THAN OTHERWISE REQUIRED BY THIS TITLE. FOR EXAMPLE, IF L1 LANDSCAPING IS REQUIRED, PROVIDE L2 LANDSCAPING.

M. *SITE ENTRY FEATURE.* HIGHLIGHT AND DEFINE A PEDESTRIAN AND/OR VEHICLE ENTRANCE TO A DEVELOPMENT SITE USING THREE OR MORE OF THE FOLLOWING ELEMENTS:

I. LANDSCAPE TREATMENT WITH SEASONAL COLOR AND TREES, WHICH CLEARLY DISTINGUISHES AND HIGHLIGHTS THE SITE ENTRY.

II. PLAZA OR COURTYARD AS DESCRIBED IN SUBSECTION 21.07.060F6. OR 7.

III. IDENTIFYING BUILDING PRIMARY ENTRANCE FORM INCLUDING A COVERED ENTRY, WHEN THE PRIMARY ENTRANCE IS WITHIN 40 FEET OF THE SITE ENTRANCE.

IV. SPECIAL PAVING, PEDESTRIAN SCALE
LIGHTING, AND/OR BOLLARDS.

V. ORNAMENTAL GATE AND/OR FENCE.

N. *DIRECTOR APPROVAL*. OTHER METHODS, AS
APPROVED BY THE DIRECTOR, THAT PROVIDE
APPROPRIATE BUILDING AND SITE LAYOUTS
RELATIVE TO THE SURROUNDING
NEIGHBORHOOD AND STREETS.]

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7[4][7]. *Building Articulation Menu.*

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8[5][8]. *Northern Climate Weather Protection and Sunlight
Menu.*

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(Note to Code Revisor: The S-Version's revisions to the following subsection
21.07.110C.9., Entryway Treatment, restore the current code text of this
subsection that the ordinance had deleted.)

9. Entryway Treatment. Primary front entrances shall be
given emphasis and physical access as follows. A porch,
landing, patio, or other semi-private outdoor entryway
space with a minimum dimension of four feet shall be
provided that is distinguished from adjacent areas and
vehicular parking by a vertical separation or change in
surface material. Examples of features that meet the
intent of the section include the following:

**a. Outdoor sheltering roof structure such as an
overhang, recess, portico, or other permanent
architectural feature covering at least 12 square
feet.**

**b. Façade variation through wall modulation
(changes in wall plane) or changes in exterior
finishes (color or materials) that relate to and
emphasize the entry.**

**c. Entry detail elements such as double doors, entry
side light or transom windows, or planter boxes.**

**d. Front steps creating a vertical separation, and/or
vertical vegetation or low front fencing, to define
the transition from public to more private outdoor
entryway space.**

e. Landscaping and pedestrian features, not otherwise required by this title, such as integrated planters, pedestrian-scale lighting or accent lighting, or special paving treatments.

f. Other methods as approved by the director that emphasize primary front entrances.

[9. *ENTRYWAY TREATMENT.* PRIMARY FRONT ENTRANCES SHALL BE GIVEN EMPHASIS AND PHYSICAL ACCESS AS FOLLOWS. A PORCH, LANDING, PATIO, OR OTHER SEMI-PRIVATE OUTDOOR ENTRYWAY SPACE WITH A MINIMUM DIMENSION OF FOUR FEET SHALL BE PROVIDED THAT IS DISTINGUISHED FROM ADJACENT AREAS AND VEHICULAR PARKING BY A VERTICAL SEPARATION OR CHANGE IN SURFACE MATERIAL. EXAMPLES OF FEATURES THAT MEET THE INTENT OF THE SECTION INCLUDE THE FOLLOWING:

A. OUTDOOR SHELTERING ROOF STRUCTURE SUCH AS AN OVERHANG, RECESS, PORTICO, OR OTHER PERMANENT ARCHITECTURAL FEATURE COVERING AT LEAST 12 SQUARE FEET.

B. FAÇADE VARIATION THROUGH WALL MODULATION (CHANGES IN WALL PLANE) OR CHANGES IN EXTERIOR FINISHES (COLOR OR MATERIALS) THAT RELATE TO AND EMPHASIZE THE ENTRY.

C. ENTRY DETAIL ELEMENTS SUCH AS DOUBLE DOORS, ENTRY SIDE LIGHT OR TRANSOM WINDOWS, OR PLANTER BOXES.

D. FRONT STEPS CREATING A VERTICAL SEPARATION, AND/OR VERTICAL VEGETATION OR LOW FRONT FENCING, TO DEFINE THE TRANSITION FROM PUBLIC TO MORE PRIVATE OUTDOOR ENTRYWAY SPACE.

E. LANDSCAPING AND PEDESTRIAN FEATURES, NOT OTHERWISE REQUIRED BY THIS TITLE, SUCH AS INTEGRATED PLANTERS, PEDESTRIAN-SCALE LIGHTING OR ACCENT LIGHTING, OR SPECIAL PAVING TREATMENTS.

F. OTHER METHODS AS APPROVED BY THE
DIRECTOR THAT EMPHASIZE PRIMARY FRONT
ENTRANCES.]

*** **

D. *Standards for some single-family and two-family residential
structures.*

*** **

(Note to code revisor: Re-number table 21.07-10 to become table 21.07-9.)

*(Note to Code Revisor: The S-Version's revisions to the following subsections
21.07.110D.3., Primary Entrance, 21.07.110D.4., Garages, and 21.07.110D.5.,
Windows, restore the current code text of these subsections that the ordinance
had deleted.)*

*** *** ***

3. Primary Entrance.

- a. A porch or landing with at least 16 square feet shall be provided at the primary entrance. The porch or landing shall be covered by a roof of at least 16 square feet.**
- b. The primary entrance of each residence and the walkway to that entrance shall be clearly visible from the street. Primary entrances shall not be located on the rear of the structure.**
- c. A hard-surfaced pedestrian walkway shall be provided from the street, sidewalk, or driveway to the primary entrance. Roof drainage shall not fall upon the walkway.**

4. Garages

- a. Where a garage (with no habitable floor area above) extends from the rest of the structure towards the street, the width of the non-garage portion of the front building elevation shall be no less than the length that the garage extends from the rest of the structure.**
- b. Garage doors facing the street shall comprise no more than 67 percent of the total width of a dwelling's building elevation.**
- c. Dwelling units with a street-facing building elevation that is 40 feet wide or narrower and with garage doors that face the street shall feature at least one design element from each of the three lists below.**
 - i. List A:**
 - (A) At least one dormer that is oriented toward the street.**

(B) The front building elevation has two or more facades that are offset by at least 16 inches. Each façade or a combination of offset facades shall be at least one third of the area of the building elevation.

(C) Front-facing balcony, accessible from a habitable room, at least six feet wide, that projects from a façade at least two feet and is enclosed by an open railing.

ii. List B:

(A) A primary entrance area with a covered porch or landing at least eight feet wide, incorporating visual enhancements such as gabled roof forms, roof brackets, fascia boards, side lights, and/or ornamental columns divided visually into top, middle, and bottom.

(B) A bay window on the front elevation at least six feet wide that extends a minimum of 12 inches outward from a façade, forming a bay or alcove in the room within.

(C) If the garage is more than one car wide, multiple garage doors are used.

iii. List C:

(A) Windows and primary entrance door(s) that occupy a minimum of 25 percent of the wall area of the front elevation. Windows in the garage door do not count towards the 25 percent.

(B) Trim (minimum three and one half inches wide) of a different color from the primary siding color, shall outline all windows, doors, and roof edges on the front building elevation, and may outline corners and projections/recesses on the front building elevation.

(C) A minimum of two different siding materials and/or patterns are used on the front building elevation. Doors and trim do not qualify as a type of siding material.

d. The house may encroach into the primary front setback by up to five feet when there is no garage, or where there is a garage (attached or detached) where the front wall of the garage is located at least 8 feet behind the front façade of the house.

5. Windows.

a. Minimum Window Area Requirement. Windows and primary entrance door(s) shall occupy a minimum of 10 percent of the wall area of a building elevation facing a street or required private common open space (up to a maximum of two elevations). The director may eliminate or reduce the requirement on one elevation (in instances where up to two apply) based on site specific circumstances, structural requirements for shear, and organization of spaces in the home (windows are not required in rooms not normally inhabited or in garages).

b. Wall Area Calculation. Wall area calculation shall be in accordance with subsection 21.07.110C.3.b.

c. An overall reduction in required window area may be approved if demonstrated by calculation by an energy rater certified by the state of Alaska that installing the required window area will reduce the energy rating below a 5-star energy rating.

d. Narrow Lot/Small Home Reduction. An overall reduction in required window and primary entrance door area to 7% may be approved when the calculated wall area is under 500 square feet. Units using this reduction shall comply with subsection 21.07.110D.4.c.

e. Additions and Renovations. On existing structures, only the wall area affected by either an addition or a renovation shall be required to comply with the opening requirements. Unaffected wall areas need not comply. Garage additions are exempt from opening requirements. The director may eliminate or reduce the requirement for window openings on additions/renovations based on project-specific circumstances (such as the nature of the spaces being added, building orientation, or structural requirements).

[3. *PRIMARY ENTRANCE.*

- A. A PORCH OR LANDING WITH AT LEAST 16 SQUARE FEET SHALL BE PROVIDED AT THE PRIMARY ENTRANCE. THE PORCH OR LANDING SHALL BE COVERED BY A ROOF OF AT LEAST 16 SQUARE FEET.
- B. THE PRIMARY ENTRANCE OF EACH RESIDENCE AND THE WALKWAY TO THAT ENTRANCE SHALL BE CLEARLY VISIBLE FROM THE STREET. PRIMARY ENTRANCES SHALL NOT BE LOCATED ON THE REAR OF THE STRUCTURE.
- C. A HARD-SURFACED PEDESTRIAN WALKWAY SHALL BE PROVIDED FROM THE STREET, SIDEWALK, OR DRIVEWAY TO THE PRIMARY ENTRANCE. ROOF DRAINAGE SHALL NOT FALL UPON THE WALKWAY.

4. *GARAGES.*

- A. WHERE A GARAGE (WITH NO HABITABLE FLOOR AREA ABOVE) EXTENDS FROM THE REST OF THE STRUCTURE TOWARDS THE STREET, THE WIDTH OF THE NON-GARAGE PORTION OF THE FRONT BUILDING ELEVATION SHALL BE NO LESS THAN THE LENGTH THAT THE GARAGE EXTENDS FROM THE REST OF THE STRUCTURE.

B. GARAGE DOORS FACING THE STREET SHALL
COMPRISE NO MORE THAN 67 PERCENT OF THE
TOTAL WIDTH OF A DWELLING'S BUILDING
ELEVATION.

C. DWELLING UNITS WITH A STREET-FACING
BUILDING ELEVATION THAT IS 40 FEET WIDE OR
NARROWER AND WITH GARAGE DOORS THAT
FACE THE STREET SHALL FEATURE AT LEAST
ONE DESIGN ELEMENT FROM EACH OF THE
THREE LISTS BELOW.

I. LIST A:

(A) AT LEAST ONE DORMER THAT IS
ORIENTED TOWARD THE STREET.

(B) THE FRONT BUILDING ELEVATION
HAS TWO OR MORE FACADES THAT
ARE OFFSET BY AT LEAST 16
INCHES. EACH FAÇADE OR A
COMBINATION OF OFFSET FACADES
SHALL BE AT LEAST ONE THIRD OF
THE AREA OF THE BUILDING
ELEVATION.

(C) FRONT-FACING BALCONY,
ACCESSIBLE FROM A HABITABLE
ROOM, AT LEAST SIX FEET WIDE,
THAT PROJECTS FROM A FAÇADE AT
LEAST TWO FEET AND IS ENCLOSED
BY AN OPEN RAILING.

II. LIST B:

(A) A PRIMARY ENTRANCE AREA WITH A
COVERED PORCH OR LANDING AT
LEAST EIGHT FEET WIDE,
INCORPORATING VISUAL
ENHANCEMENTS SUCH AS GABLED
ROOF FORMS, ROOF BRACKETS,
FASCIA BOARDS, SIDE LIGHTS,
AND/OR ORNAMENTAL COLUMNS
DIVIDED VISUALLY INTO TOP,
MIDDLE, AND BOTTOM.

(B) A BAY WINDOW ON THE FRONT ELEVATION AT LEAST SIX FEET WIDE THAT EXTENDS A MINIMUM OF 12 INCHES OUTWARD FROM A FAÇADE, FORMING A BAY OR ALCOVE IN THE ROOM WITHIN.

(C) IF THE GARAGE IS MORE THAN ONE CAR WIDE, MULTIPLE GARAGE DOORS ARE USED.

III. LIST C:

(A) WINDOWS AND PRIMARY ENTRANCE DOOR(S) THAT OCCUPY A MINIMUM OF 25 PERCENT OF THE WALL AREA OF THE FRONT ELEVATION. WINDOWS IN THE GARAGE DOOR DO NOT COUNT TOWARDS THE 25 PERCENT.

(B) TRIM (MINIMUM THREE AND ONE HALF INCHES WIDE) OF A DIFFERENT COLOR FROM THE PRIMARY SIDING COLOR, SHALL OUTLINE ALL WINDOWS, DOORS, AND ROOF EDGES ON THE FRONT BUILDING ELEVATION, AND MAY OUTLINE CORNERS AND PROJECTIONS/RECESSES ON THE FRONT BUILDING ELEVATION.

(C) A MINIMUM OF TWO DIFFERENT SIDING MATERIALS AND/OR PATTERNS ARE USED ON THE FRONT BUILDING ELEVATION. DOORS AND TRIM DO NOT QUALIFY AS A TYPE OF SIDING MATERIAL.

D. THE HOUSE MAY ENCROACH INTO THE PRIMARY FRONT SETBACK BY UP TO FIVE FEET WHEN THERE IS NO GARAGE, OR WHERE THERE IS A GARAGE (ATTACHED OR DETACHED) WHERE THE FRONT WALL OF THE GARAGE IS LOCATED AT LEAST 8 FEET BEHIND THE FRONT FAÇADE OF THE HOUSE.

5. WINDOWS.

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- A. *MINIMUM WINDOW AREA REQUIREMENT.* WINDOWS AND PRIMARY ENTRANCE DOOR(S) SHALL OCCUPY A MINIMUM OF 10 PERCENT OF THE WALL AREA OF A BUILDING ELEVATION FACING A STREET OR REQUIRED PRIVATE COMMON OPEN SPACE (UP TO A MAXIMUM OF TWO ELEVATIONS). THE DIRECTOR MAY ELIMINATE OR REDUCE THE REQUIREMENT ON ONE ELEVATION (IN INSTANCES WHERE UP TO TWO APPLY) BASED ON SITE SPECIFIC CIRCUMSTANCES, STRUCTURAL REQUIREMENTS FOR SHEAR, AND ORGANIZATION OF SPACES IN THE HOME (WINDOWS ARE NOT REQUIRED IN ROOMS NOT NORMALLY INHABITED OR IN GARAGES).
- B. *WALL AREA CALCULATION.* WALL AREA CALCULATION SHALL BE IN ACCORDANCE WITH SUBSECTION 21.07.110C.3.B.
- C. AN OVERALL REDUCTION IN REQUIRED WINDOW AREA MAY BE APPROVED IF DEMONSTRATED BY CALCULATION BY AN ENERGY RATER CERTIFIED BY THE STATE OF ALASKA THAT INSTALLING THE REQUIRED WINDOW AREA WILL REDUCE THE ENERGY RATING BELOW A 5-STAR ENERGY RATING.
- D. *NARROW LOT/SMALL HOME REDUCTION.* AN OVERALL REDUCTION IN REQUIRED WINDOW AND PRIMARY ENTRANCE DOOR AREA TO 7% MAY BE APPROVED WHEN THE CALCULATED WALL AREA IS UNDER 500 SQUARE FEET. UNITS USING THIS REDUCTION SHALL COMPLY WITH SUBSECTION 21.07.110D.4.C.
- E. *ADDITIONS AND RENOVATIONS.* ON EXISTING STRUCTURES, ONLY THE WALL AREA AFFECTED BY EITHER AN ADDITION OR A RENOVATION SHALL BE REQUIRED TO COMPLY WITH THE OPENING REQUIREMENTS. UNAFFECTED WALL AREAS NEED NOT COMPLY. GARAGE ADDITIONS ARE EXEMPT FROM OPENING REQUIREMENTS. THE DIRECTOR MAY ELIMINATE OR REDUCE THE REQUIREMENT FOR WINDOW OPENINGS ON ADDITIONS/RENOVATIONS BASED ON PROJECT-SPECIFIC CIRCUMSTANCES (SUCH AS THE NATURE OF THE SPACES BEING ADDED,

BUILDING ORIENTATION, OR STRUCTURAL
REQUIREMENTS).]

E. Prohibited Structures.

[Reserved]

[E. PROHIBITED STRUCTURES. [RESERVED]]

F[E][F]. *Site Design.*
*** *** ***

(Note to Code Revisor: The S-Version's revisions to the following subsection 21.07.110F.3., Driveway Width, restore the current code text of this subsection that the ordinance had deleted.)

3. Driveway Width.

a. Purpose. This section limits the width of a driveway at the property line and at the street curb. The intent of these limitations is to provide adequate space for snow storage within the right-of-way, to have space for on-street parking where appropriate, and to discourage the majority of the front area of a lot from being paved and/or used for vehicle parking.

b. Applicability

i. This section applies to driveway throat width at the property line and street curb.

ii. Residential driveways are also subject to the municipal driveway standards currently established by the traffic engineer. Where there is a conflict, this section shall govern. Access to streets owned by the state of Alaska requires compliance with state driveway standards, as provided in subsection 21.07.090H.8.d.

iii. When a driveway serves both residential and nonresidential principal uses, the driveway dimensions shall be as required for the nonresidential use, unless approved otherwise by the traffic engineer.

c. Percent of Lot Frontage. The total width of driveway entrances to a residential lot from a street shall not exceed 40 percent of the frontage of the

lot, or 33 percent of the frontage if the platting authority or traffic engineer finds that conditions warrant it.

i. A driveway for multifamily dwellings, mixed-use dwellings, or a group living use may always be at least 14 feet wide.

ii. A driveway for a single-family, two-family, or townhouse dwelling may always be at least ten feet wide, provided the traffic engineer determines snow storage, traffic flow and safety, and the urban context are addressed, and provided townhouse driveways are attached in pairs to the maximum extent feasible.

iii. Flag lots are exempt from the percentage limitations, but shall have a maximum driveway width of 20 feet. Abutting flag lots may share a driveway up to 24 feet wide (12 feet per lot).

d. Exceptions. The traffic engineer and the planning director may approve a departure from the standards of this section, such as a narrower driveway, if documentation prepared by a licensed professional in the state of Alaska registered with the Alaska State Board of Registration for Architects, Engineers and Land Surveyors demonstrates the driveway still meets this chapter's standards and the municipal driveway standards memo issued by the municipal traffic engineer, and that change is appropriate. Approval shall be contingent on factors such as street classification, street typology, urban context, traffic volume and speed, curb return radii, street travel lane offset from face of curb, pedestrian and bicycle facilities, snow storage, driveway configuration and length, site and project characteristics, number of vehicles expected to use the driveway, and comprehensive plan policies. The traffic engineer and planning director may also be more restrictive than the standards of this section, provided they document the rationale.

[3. DRIVEWAY WIDTH.

A. PURPOSE. THIS SECTION LIMITS THE WIDTH OF A DRIVEWAY AT THE PROPERTY LINE AND AT

THE STREET CURB. THE INTENT OF THESE LIMITATIONS IS TO PROVIDE ADEQUATE SPACE FOR SNOW STORAGE WITHIN THE RIGHT-OF-WAY, TO HAVE SPACE FOR ON-STREET PARKING WHERE APPROPRIATE, AND TO DISCOURAGE THE MAJORITY OF THE FRONT AREA OF A LOT FROM BEING PAVED AND/OR USED FOR VEHICLE PARKING.

B. *APPLICABILITY.*

I. THIS SECTION APPLIES TO DRIVEWAY THROAT WIDTH AT THE PROPERTY LINE AND STREET CURB.

II. RESIDENTIAL DRIVEWAYS ARE ALSO SUBJECT TO THE MUNICIPAL DRIVEWAY STANDARDS CURRENTLY ESTABLISHED BY THE TRAFFIC ENGINEER. WHERE THERE IS A CONFLICT, THIS SECTION SHALL GOVERN. ACCESS TO STREETS OWNED BY THE STATE OF ALASKA REQUIRES COMPLIANCE WITH STATE DRIVEWAY STANDARDS, AS PROVIDED IN SUBSECTION 21.07.090H.8.D.

III. WHEN A DRIVEWAY SERVES BOTH RESIDENTIAL AND NONRESIDENTIAL PRINCIPAL USES, THE DRIVEWAY DIMENSIONS SHALL BE AS REQUIRED FOR THE NONRESIDENTIAL USE, UNLESS APPROVED OTHERWISE BY THE TRAFFIC ENGINEER.

C. *PERCENT OF LOT FRONTAGE.* THE TOTAL WIDTH OF DRIVEWAY ENTRANCES TO A RESIDENTIAL LOT FROM A STREET SHALL NOT EXCEED 40 PERCENT OF THE FRONTAGE OF THE LOT, OR 33 PERCENT OF THE FRONTAGE IF THE PLATTING AUTHORITY OR TRAFFIC ENGINEER FINDS THAT CONDITIONS WARRANT IT.

I. A DRIVEWAY FOR MULTIFAMILY DWELLINGS, MIXED-USE DWELLINGS, OR A GROUP LIVING USE MAY ALWAYS BE AT LEAST 14 FEET WIDE.

II. A DRIVEWAY FOR A SINGLE-FAMILY, TWO-FAMILY, OR TOWNHOUSE DWELLING MAY

1 ALWAYS BE AT LEAST TEN FEET WIDE,
2 PROVIDED THE TRAFFIC ENGINEER
3 DETERMINES SNOW STORAGE, TRAFFIC
4 FLOW AND SAFETY, AND THE URBAN
5 CONTEXT ARE ADDRESSED, AND
6 PROVIDED TOWNHOUSE DRIVEWAYS ARE
7 ATTACHED IN PAIRS TO THE MAXIMUM
8 EXTENT FEASIBLE.
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10 III. FLAG LOTS ARE EXEMPT FROM THE
11 PERCENTAGE LIMITATIONS, BUT SHALL
12 HAVE A MAXIMUM DRIVEWAY WIDTH OF 20
13 FEET. ABUTTING FLAG LOTS MAY SHARE A
14 DRIVEWAY UP TO 24 FEET WIDE (12 FEET
15 PER LOT).
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17 D. *EXCEPTIONS.* THE TRAFFIC ENGINEER AND THE
18 PLANNING DIRECTOR MAY APPROVE A
19 DEPARTURE FROM THE STANDARDS OF THIS
20 SECTION, SUCH AS A NARROWER DRIVEWAY, IF
21 DOCUMENTATION PREPARED BY A LICENSED
22 PROFESSIONAL IN THE STATE OF ALASKA
23 REGISTERED WITH THE ALASKA STATE BOARD
24 OF REGISTRATION FOR ARCHITECTS,
25 ENGINEERS AND LAND SURVEYORS
26 DEMONSTRATES THE DRIVEWAY STILL MEETS
27 THIS CHAPTER'S STANDARDS AND THE
28 MUNICIPAL DRIVEWAY STANDARDS MEMO
29 ISSUED BY THE MUNICIPAL TRAFFIC ENGINEER,
30 AND THAT CHANGE IS APPROPRIATE. APPROVAL
31 SHALL BE CONTINGENT ON FACTORS SUCH AS
32 STREET CLASSIFICATION, STREET TYPOLOGY,
33 URBAN CONTEXT, TRAFFIC VOLUME AND SPEED,
34 CURB RETURN RADII, STREET TRAVEL LANE
35 OFFSET FROM FACE OF CURB, PEDESTRIAN AND
36 BICYCLE FACILITIES, SNOW STORAGE,
37 DRIVEWAY CONFIGURATION AND LENGTH, SITE
38 AND PROJECT CHARACTERISTICS, NUMBER OF
39 VEHICLES EXPECTED TO USE THE DRIVEWAY,
40 AND COMPREHENSIVE PLAN POLICIES. THE
41 TRAFFIC ENGINEER AND PLANNING DIRECTOR
42 MAY ALSO BE MORE RESTRICTIVE THAN THE
43 STANDARDS OF THIS SECTION, PROVIDED THEY
44 DOCUMENT THE RATIONALE.]
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46 *(Note to Code Revisor: The S-Version's revisions to the following subsection*
47 *21.07.110F.4., Alleys, restore the current code text of this subsection that the*
48 *ordinance had deleted.)*
49

4. Alleys.

- a. The intent of this section is to promote vehicle driveway access from rear alleys and reduce the impacts of front yard driveways in older urban neighborhoods.**
- b. This section applies to residential developments located in the Traditional Neighborhood Design areas designated on Map 2-1: Anchorage 2040 Land Use Plan Map, in the Anchorage 2040 Land Use Plan.**
- c. Access to parking for residential uses shall be from the alley when the site abuts an alley, except that street access is permitted in any of the following situations:**
 - i. Access to a townhouse dwelling on a corner lot may be from the street frontage having the secondary front setback or the alley.**
 - ii. Due to the relationship of the alley to the street system and/or the proposed housing density of the development, the traffic engineer determines that use of the alley for parking access would be a significant traffic impact or safety hazard.**
 - iii. The traffic engineer determines that topography or other natural feature or physical barrier makes alley access infeasible.**
 - iv. The alley is not improved and traffic engineer determines that improvement is not feasible.**
 - v. A single-family dwelling, two-family dwelling, or townhouse dwelling with two units, with alley access may have a garage or driveway that faces the street if the garage door is no wider than 10 feet and the driveway no wider than 12 feet at any point.**
- d. In situations where a group of lots front an entire block on one side of a street between two intersections, abut a mid-block alley, and are being developed together, then parking access to the**

structures shall be from the alley, and building(s) may encroach into the front setback by up to five feet.

e. If a new development includes alleys, the lot depth requirement is reduced by half the width of the alley and the lot area requirement is reduced by 12 percent for those lots that abut an alley. Vehicular access to all dwelling units on lots abutting alleys shall be from the alley, and vehicular access to such units from the street is prohibited.

[4. ALLEYS.

A. THE INTENT OF THIS SECTION IS TO PROMOTE VEHICLE DRIVEWAY ACCESS FROM REAR ALLEYS AND REDUCE THE IMPACTS OF FRONT YARD DRIVEWAYS IN OLDER URBAN NEIGHBORHOODS.

B. THIS SECTION APPLIES TO RESIDENTIAL DEVELOPMENTS LOCATED IN THE TRADITIONAL NEIGHBORHOOD DESIGN AREAS DESIGNATED ON MAP 2-1: ANCHORAGE 2040 LAND USE PLAN MAP, IN THE ANCHORAGE 2040 LAND USE PLAN.

C. ACCESS TO PARKING FOR RESIDENTIAL USES SHALL BE FROM THE ALLEY WHEN THE SITE ABUTS AN ALLEY, EXCEPT THAT STREET ACCESS IS PERMITTED IN ANY OF THE FOLLOWING SITUATIONS:

I. ACCESS TO A TOWNHOUSE DWELLING ON A CORNER LOT MAY BE FROM THE STREET FRONTAGE HAVING THE SECONDARY FRONT SETBACK OR THE ALLEY.

II. DUE TO THE RELATIONSHIP OF THE ALLEY TO THE STREET SYSTEM AND/OR THE PROPOSED HOUSING DENSITY OF THE DEVELOPMENT, THE TRAFFIC ENGINEER DETERMINES THAT USE OF THE ALLEY FOR PARKING ACCESS WOULD BE A SIGNIFICANT TRAFFIC IMPACT OR SAFETY HAZARD.

III. THE TRAFFIC ENGINEER DETERMINES THAT TOPOGRAPHY OR OTHER NATURAL

FEATURE OR PHYSICAL BARRIER MAKES
ALLEY ACCESS INFEASIBLE.

IV. THE ALLEY IS NOT IMPROVED AND
TRAFFIC ENGINEER DETERMINES THAT
IMPROVEMENT IS NOT FEASIBLE.

V. A SINGLE-FAMILY DWELLING, TWO-FAMILY
DWELLING, OR TOWNHOUSE DWELLING
WITH TWO UNITS, WITH ALLEY ACCESS
MAY HAVE A GARAGE OR DRIVEWAY THAT
FACES THE STREET IF THE GARAGE DOOR
IS NO WIDER THAN 10 FEET AND THE
DRIVEWAY NO WIDER THAN 12 FEET AT
ANY POINT.

B. IN SITUATIONS WHERE A GROUP OF LOTS FRONT
AN ENTIRE BLOCK ON ONE SIDE OF A STREET
BETWEEN TWO INTERSECTIONS, ABUT A MID-
BLOCK ALLEY, AND ARE BEING DEVELOPED
TOGETHER, THEN PARKING ACCESS TO THE
STRUCTURES SHALL BE FROM THE ALLEY, AND
BUILDING(S) MAY ENCROACH INTO THE FRONT
SETBACK BY UP TO FIVE FEET.

C. IF A NEW DEVELOPMENT INCLUDES ALLEYS, THE
LOT DEPTH REQUIREMENT IS REDUCED BY HALF
THE WIDTH OF THE ALLEY AND THE LOT AREA
REQUIREMENT IS REDUCED BY 12 PERCENT FOR
THOSE LOTS THAT ABUT AN ALLEY. VEHICULAR
ACCESS TO ALL DWELLING UNITS ON LOTS
ABUTTING ALLEYS SHALL BE FROM THE ALLEY,
AND VEHICULAR ACCESS TO SUCH UNITS FROM
THE STREET IS PROHIBITED.]

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(AO 2012-124(S), 2-26-13; AO 2013-117, 12-3-13; AO 2014-132, 11-5-
14; AO 2015-36, 5-14-15; AO 2015-100, 10-13-15; AO 2016-34(S), 4-12-
16; AO 2016-136, 11-15-16; AO 2017-160, 12-19-17; AO 2018-59. 7-31-
2018; AO 2019-132, 12-3-19; AO 2020-38, 4-28-20)

Section 3[4]. Anchorage Municipal Code Section 21.11.070, Development and
Design Standards, is hereby amended to read as follows (*the remainder of the
chapter is not affected and therefore not set out*):

21.11.070 Development and Design Standards.

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F. Off-Street Parking and Loading.

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3. *Off-street parking loading design standards.* If off-street parking and/or loading is provided, it shall comply with all standards for off-street parking and loading in section 21.07.090. [, EXCEPT THAT:] *Small and compact parking space dimensions specific to the DT districts are provided in section 21.07.090H.9[12].*

[A. PERMANENT PARKING NOT LOCATED WITHIN A SETBACK FROM PROJECTED RIGHTS OF WAY MAY UTILIZE THE ALTERNATIVE PARKING ANGLE, STALL, AND AISLE DIMENSIONS OUTLINED IN TABLE 21.11-9. AN ALTERNATIVE PARKING SITE PLAN SHALL BE SUBMITTED AND APPROVED AS PART OF THE APPLICABLE LAND USE PERMIT PROCESS.

B. PERMANENT PARKING NOT LOCATED WITHIN A SETBACK FROM PROJECTED RIGHTS OF WAY MAY UTILIZE THE COMPACT PARKING ANGLE, STALL, AND AISLE DIMENSIONS OUTLINED IN TABLE 21.11-10, PROVIDED THE PARKING AREA IS USED EXCLUSIVELY FOR EMPLOYEE PARKING FOR PERIODS IN EXCESS OF FOUR CONSECUTIVE HOURS, AND NO MORE THAN 30 PERCENT OF THE TOTAL NUMBER OF SPACES IS DESIGNED FOR COMPACT CARS. AN ALTERNATIVE PARKING SITE PLAN SHALL BE SUBMITTED AND APPROVED AS PART OF THE APPLICABLE LAND USE PERMIT PROCESS.]

(Note to code revisor: Delete the following tables 21.11-9 and 21.11-10.)

[TABLE 21.11-9: ALTERNATIVE PARKING ANGLE, STALL, AND AISLE DIMENSIONS]						
[PARKING ANGLE (DEGREES)]	[SPACE WIDTH]	[SPACE DEPTH (VEHICLE PROJECTION)]	[AISLE WIDTH 1-WAY]	[TYPICAL PARKING BAY WIDTH (MODULE)]	[INTERLOCK REDUCTION]	[OVERHANG ALLOWANCE]
[45]	[8' 4"]	[17' 4"]	[12' 3"]	[46' 11"]	[2' 0"]	[2' 0"]
[50]	[8' 4"]	[18' 0"]	[12' 9"]	[48' 9"]	[1' 10"]	[2' 1"]
[60]	[8' 4"]	[18' 10"]	[14' 3"]	[51' 11"]	[1' 4"]	[2' 3"]
[70]	[8' 4"]	[19' 2"]	[16' 1"]	[54' 5"]	[0' 10"]	[2' 5"]
[75]	[8' 4"]	[19' 0"]	[17' 6"]	[55' 6"]	[0' 8"]	[2' 6"]
[90]	[8' 4"]	[18' 0"]	[22' 6"]	[58' 6"]	[N/A]	[2' 8"]

[*THE 90-DEGREE PARKING ANGLE DIMENSIONS ASSUME A TWO-WAY TRAFFIC FLOW.]

[TABLE 21.11-10: COMPACT PARKING ANGLE, STALL, AND AISLE DIMENSIONS]

[PARKING ANGLE (DEGREES)]	[SPACE TYPE]	[SPACE WIDTH]	[SPACE DEPTH (VEHICLE PROJECTION)]	[AISLE WIDTH 1-WAY]	[TYPICAL PARKING BAY WIDTH (MODULE)]	[INTERLOCK REDUCTION]	[OVERHANG ALLOWANCE]
[45]	[CO]	[7' 7"]	[15' 2"]	[10' 9"]	[41' 1"]	[1' 6"]	[1' 6"]
	[STD]	[8' 4"]	[18' 4"]	[13' 0"]	[49' 8"]	[2' 0"]	[2' 3"]
[50]	[CO]	[7' 7"]	[15' 8"]	[11' 2"]	[42' 6"]	[1' 4"]	[1' 7"]
	[STD]	[8' 4"]	[19' 2"]	[13' 6"]	[51' 0"]	[2' 0"]	[2' 4"]
[60]	[CO]	[7' 7"]	[16' 4"]	[12' 6"]	[45' 2"]	[1' 0"]	[1' 8"]
	[STD]	[8' 4"]	[20' 0"]	[15' 0"]	[55' 0"]	[1' 6"]	[2' 6"]
[70]	[CO]	[7' 7"]	[16' 5"]	[14' 1"]	[46' 11"]	[0' 8"]	[1' 10"]
	[STD]	[8' 4"]	[20' 4"]	[17' 0"]	[57' 8"]	[1' 0"]	[2' 8"]
[75]	[CO]	[7' 7"]	[16' 6"]	[16' 4"]	[49' 11"]	[0' 6"]	[1' 10"]
	[STD]	[8' 4"]	[20' 2"]	[18' 0"]	[58' 4"]	[0' 9"]	[2' 9"]
[90*]	[CO]	[7' 7"]	[15' 6"]	[19' 0"]	[50' 0"]	[N/A]	[2' 0"]
	[STD]	[8' 4"]	[19' 0"]	[23' 0"]	[61' 0"]	[N/A]	[3' 0"]

[CO: COMPACT CAR.] [STD: STANDARD CAR.]

[*THE 90-DEGREE PARKING ANGLE DIMENSIONS ASSUME A TWO-WAY TRAFFIC FLOW.]

*** **

(AO 2020-38, 4-28-20; AO 2020-93, 10-1-20)

Section 4[5]. Anchorage Municipal Code Chapter 21.15, Rules of Construction and Definitions, is hereby amended to read as follows (*the remainder of the chapter is not affected and therefore not set out*):

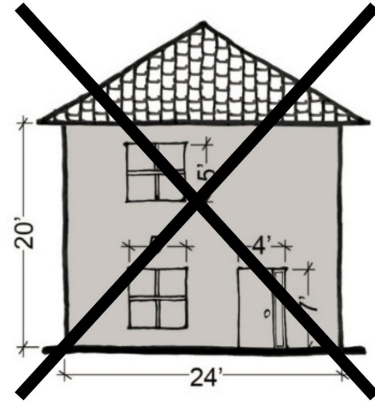
21.15.020 Rules of Construction and Interpretation.

*** **

(Note to code revisor: the new subsection 21.15.020P. added by the original AO is deleted by this S-version)

[P.] ~~Measurement of Windows and Entrances as a Percentage of Building Wall Area. The percentage of building elevation wall area that is window and entrance openings is determined by dividing the total square footage of the windows and primary entrances on the building elevation by the gross square footage of the building elevation wall area (except for parts of the building exempted in 3.), and then multiplying the resulting quotient by 100.~~

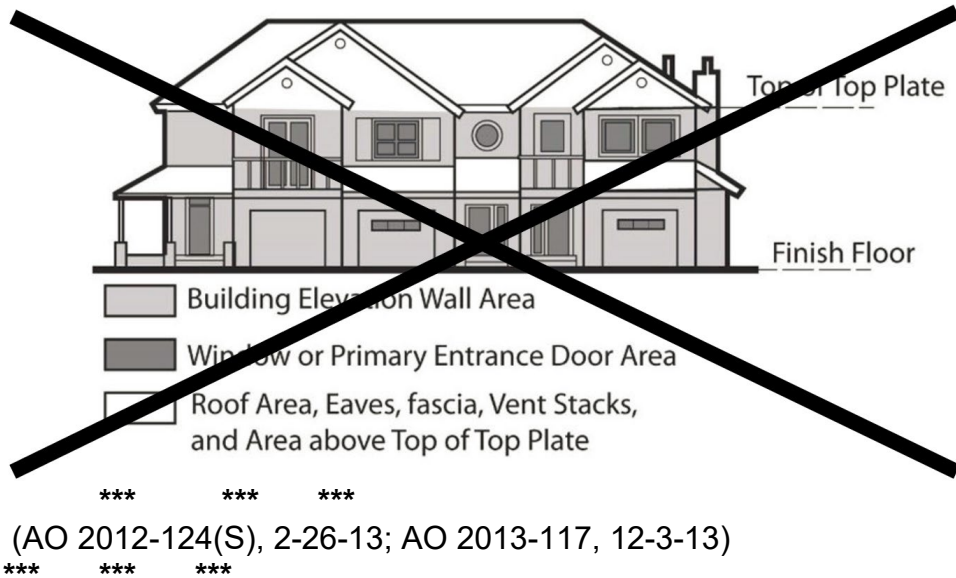
1. *Illustrated Example.* In the illustration, the building elevation wall area is 20 feet of height x 24 feet of length = 480 square feet. The window and primary entrance area is the area of the two windows (5 x 5 feet x 2) plus the area of the primary entrance and its sidelight (4 x 7 feet) = 78 square feet. The percentage of the building elevation wall area is found by dividing 78 by 480 then multiplying by 100, to yield 16%.



2. *Measuring Window and Primary Entrance Area.* “Window area” is defined in section 21.15.040, Definitions. Primary entrance area includes the entrance opening and door frame but excludes trim, molding, and other features beyond the door frame. “Primary entrance” is defined in 21.15.040, Definitions.

3. *Exempt Parts of the Building Elevation Wall Area.* The building elevation wall area is measured as the exterior wall plane surface area from finished grade to the top of the wall on the building except that, for the purposes of measuring windows and entrances as a percentage of building wall area, the following parts of the building are not included in the wall area calculation:

- a. Wall area above the topmost story’s top plate, such as gable ends of a roof enclosing a cold attic, or parapet walls.
- b. Roof surfaces, eaves, fascia, vent stacks, mechanical equipment and rooms, rooftop access enclosures, and other roof appurtenances.
- c. Wall area of stories below grade plane, such as below grade parking, up to the finished floor of the story above grade plane.
- d. Parts of a street facing building elevation below the grade plane of the abutting sidewalk (or edge of street pavement where there is no sidewalk).]



21.15.040 Definitions.

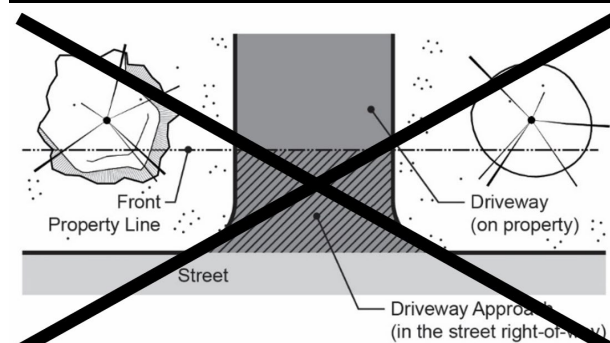
Car Share Program

A membership program that offers an alternative to car ownership under which persons or entities that become members are permitted to use vehicles from a fleet on an hourly basis, or in smaller intervals. Vehicles are available for pick-up by eligible members 24 hours per day. Automobile insurance and maintenance are covered by the car share program and individual members pay for usage and mileage fees.

**[Complete Street
See Street, Complete.]**

[Driveway Approach

The portion of a driveway providing direct vehicle ingress and egress over public right-of-way to a property. The driveway approach extends from the street edge to the front property line.]



Parking Cash-Out

A program offered by an employer that provides employees with a choice of foregoing any subsidized/free parking for a cash payment equivalent to

the cost of the parking space to the employer[ALLOWING COMMUTERS TO CHOOSE CASH INSTEAD OF A FREE PARKING SPACE. FOR EXAMPLE, A COMMUTER WHO IS OFFERED A PARKING CASH-OUT MIGHT BE ABLE TO CHOOSE TO RECEIVE \$50 PER MONTH IN CASH IF THEY USE AN ALTERNATIVE MODE BESIDES A SINGLE-OCCUPANCY VEHICLE].

[PARKING DISTRICT, MUNICIPALLY RECOGNIZED]
[AN AREA RECOGNIZED OR DESIGNATED BY THE MUNICIPAL ASSEMBLY IN WHICH A CENTRAL AUTHORITY SUCH AS AN AREA IMPROVEMENT DISTRICT OR A PARKING AUTHORITY SUPPLIES ONE OR MORE CENTRALIZED PARKING FACILITIES, MANAGES THE PARKING SUPPLY AND/OR IMPLEMENTS OTHER PARKING MANAGEMENT STRATEGIES TO SERVE THE AREA, RATHER THAN EACH INDIVIDUAL DEVELOPMENT SITE HAVING TO SUPPLY ALL OF ITS OWN PARKING.]

*** *** ***

Parking, Unbundled

Parking spaces that are leased or sold separately from the rental or purchase fees for the dwelling units or building floor area rather than included in the rental or purchase fees, such that potential tenants or buyers have the option of renting or buying a dwelling unit or building floor area at a lower price with fewer or no parking spaces. The rental or purchase of a parking space is at the discretion and direct cost of the tenant or buyer
[PARKING RENTED AND SOLD SEPARATELY FROM BUILDING SPACE, SO OCCUPANTS ONLY PAY FOR THE AMOUNT OF PARKING THEY WANT].

*** *** ***

Pedestrian Feature

A permanent object that provides pedestrians with increased convenience, comfort, and utility, and which is publicly accessible and not limited to a tenant or establishment such as seating for a restaurant. Pedestrian features include:

- Seating such as benches accommodating several people;
- Secondary/informal seating opportunities such as steps, pedestals, low walls, or edges of fountains, accommodating several people;
- A space for standing with objects to lean against, such as bollards, short fences, or irregular building facades, accommodating several people;
- A tree or raised planter;
- A work of art such as a water feature, sculpture, cultural exhibit, or clock feature;

~~[Pedestrian-scale lighting;]~~

~~[A cross-country ski rack that can accommodate a ski lock and is located at building entrances within 500 feet of a ski trailhead;]~~

- A winter city ~~[urban design]~~ feature such as a wind screen, or outdoor stove or space heater; or

- Other object supporting pedestrian utility, such as a gazebo or kiosk.

Pedestrian Movement Zone

The middle portion of an enhanced **[street]** sidewalk **[(21.07.060G.19.), comprising its walkway clear width]** located between the sidewalk's street interface and building interface zones. The pedestrian **[movement]** zone provides for the primary function of sidewalks₁[,] and is kept clear of any obstructions to pedestrian movement.

*** *** ***

Ride Hailing Services

A business that matches passengers with for-hire personal vehicles with drivers using software applications. Ride hailing services are different from other for-hire vehicles with drivers, such as taxicabs, in that they are not hailed from the street.

*** *** ***

[PRIMARY PEDESTRIAN WALKWAY

A WALKWAY MEETING THE STANDARDS OF SUBSECTION
21.07.060F.4.]

*** *** ***

[Street, Complete

A street that is designed, used, and operated to enable safe access for all users, including pedestrians, bicyclists, motorists, and public transportation users of all ages and abilities, and for all users to safely move through the transportation network. For example, Anchorage Metropolitan Area Transportation Solutions (AMATS) adopted a complete streets policy in 2018 for its urbanized planning area. The AMATS Complete Streets Policy is available on the municipal website.]

*** *** ***

Walkway Clear Width

That portion of the total width of a walkway, trail, pathway, or sidewalk cross-section which is unobstructed₁**[, continuous (i.e., without interruption or being split by obstructions),]** and kept clear for pedestrian movement.

*** *** ***

Walkway, Primary Pedestrian

See Primary Pedestrian Walkway.

[WALKWAY, PRIMARY PEDESTRIAN

SEE PRIMARY PEDESTRIAN WALKWAY.]

*** *** ***

(AO 2012-124(S), 2-26-13; AO 2013-117, 12-3-13; AO 2014-132, 11-5-14; AO 2015-82, 7-28-15; AO 2015-100, 10-13-15; AO 2015-138, 1-12-16; AO 2015-133(S), 2-23-16; AO 2015-142(S-1), 6-21-16; AO 2016-3(S), 2-23-16; AO 2016-144(S), 12-20-16; AO 2017-55, 4-11-17; AO 2017-75, 5-9-2017; AO 2018-12, 2-27-18; AO 2018-67(S-1), 10-9-18; AO 2018-92, 10-23-18; AO 2019-132, 12-2-19; AO 2020-38, 4-28-20)

Section 5[6]. Anchorage Municipal Code of Regulations Section 21.20.007, Schedule of Fees - Miscellaneous Fees, is hereby amended to read as follows (*the remainder of the chapter is not affected and therefore not set out*):

21.20.007 Schedule of Fees – Miscellaneous Fees

The following fees shall be paid for the services described:

*** **

***	***	***
H.	New and revised parking layouts:	
	1. Site plan review only	\$415.00
	2. Complete site plan review:	
	a. 1[0]-10 spaces	\$415.00 plus \$16.50 per space
	b. 11—50 spaces	\$515.00 plus \$12.50 per space
	c. 51—200 spaces	\$620.00 plus \$8.25 per space
	d. 201—1,000 spaces	\$1,035.00 plus \$2.05 per space
	e. 1,001 + spaces	\$1,240.00 plus \$1.05 per space
I.	Agreements with the Municipality	
	Parking or[AND] access agreement[S]	\$235.00 per agreement
	[Discretionary parking reductions review by Traffic Engineer (This fee does not apply to non-discretionary parking reductions listed in table 21.07-9.)]	[\$135.00/hour (two-hour minimum fee)]
J[H][I].	Sign permits:	
***	***	***

*** **

(GAAB 21.05.090; AO No. 77-407; AR No. 78-12; AR No. 79-55; AO No. 82-49; AR No. 83-96; AR No. 83-289(S); AR No. 86-63; AR No. 86-263; AR No. 87-315; AO No. 87-154(S); AR No. 90-151; AR No. 93-327(S), § 1, 2-22-94; AO No. 2001-145(S-1), § 23, 12-11-01; AO No. 2003-97, § 3, 9-30-03; AO No. 2003-152S, § 25, 1-1-04; AO No. 2004-1, § 4, 1-1-03; AR No. 2006-137, § 1, 6-6-06; AR No. 2008-134, § 4, 7-29-08; AO No. 2013-100, § 16, 1-1-14; AO No. 2018-100(S) , § 15, 1-1-19; AO No. 2019-116(S), § 11, 1-1-20)

Authority—Anchorage Municipal Code 3.40, 21.20.050; AO No. 77-407.

Section 6[7]. This ordinance shall become effective 60 calendar days
after passage and approval by the Assembly.

PASSED AND APPROVED by the Anchorage Assembly this 22nd day of
November, 2022.

Suzanne LaFrance

Chair

ATTEST:

Barbara A. Jones

Municipal Clerk

(Planning and Zoning Commission Case No. 2022-0026)



MUNICIPALITY OF ANCHORAGE

ASSEMBLY MEMORANDUM

No. AM 681-2022

Meeting Date: November 22, 2022

1 **FROM: ASSEMBLY MEMBERS VOLLAND, CROSS, AND DUNBAR**
2
3 **SUBJECT: AO 2022-80(S): AN ORDINANCE OF THE ANCHORAGE MUNICIPAL**
4 **ASSEMBLY AMENDING ANCHORAGE MUNICIPAL CODE TITLE 21**
5 **CHAPTERS 21.04, ZONING DISTRICTS; 21.07, DEVELOPMENT AND**
6 **DESIGN STANDARDS; 21.11, DOWNTOWN; 21.15, RULES OF**
7 **CONSTRUCTION AND DEFINITIONS, AND AMENDING ANCHORAGE**
8 **MUNICIPAL CODE OF REGULATIONS SECTION 21.20.007,**
9 **SCHEDULE OF FEES, IN ORDER TO AMEND THE OFF-STREET**
10 **PARKING AND SITE ACCESS DEVELOPMENT STANDARDS AND**
11 **ACHIEVE COMPREHENSIVE PLAN GOALS FOR INFILL AND**
12 **REDEVELOPMENT, HOUSING, AND ACCESSIBLE LAND USE.**
13
14

15 This AM outlines the changes in AO 2022-80(S) version from the original ordinance
16 introduced on September 13, 2022. It also summarizes the S-version's development
17 process and explains the rationale for the S-version's changes.
18

19 The S-version arises from community feedback about various challenges facing
20 Anchorage, the most notable of which is the need for more housing. The S-version also
21 attempts to simplify the original version and to decouple parking issues from site access
22 and other design standards. It eliminates several maps, tables, and an incentive system
23 that were previously proposed. The overarching policy goals of this new, streamlined S-
24 version are to:

- 25
26 - Make it more affordable to build housing and commercial development in Anchorage
27 - Give designers and developers increased flexibility
28 - Simplify proposed changes to Title 21
29 - Encourage Adaptive Re-use of Vacant Properties
30 - Prioritize the creation of connected public spaces over empty swaths of pavement
31 - Help accommodate non-motorized, multimodal travel
32

33 **DESCRIPTION OF S-VERSION CHANGES FROM THE ORIGINAL ORDINANCE**

34

35 The S-version of the *Title 21 Parking and Site Access Amendments* ordinance revises the
36 code amendment language of the original ordinance.¹ Following is an overview of its
37 changes to the two main parts of the ordinance: *parking* and *site access*.
38

¹ The S-version follows standard legislative formatting rules for showing all revisions to code amendment text from the original AO 2022-80:

- New words proposed by the S-version are bolded and underlined.
- [DELETED WORDS FROM CURRENT ADOPTED CODE LANGUAGE ARE BOLDED, BRACKETED, AND CAPITALIZED.]
- [Deleted words that were new language proposed in the original AO are struck out, bolded, underlined, and bracketed.]

Parking. The S-version removes off-street minimum parking requirements, in all areas of the Municipality. This change replaces the ordinance's proposed lower, area-specific parking requirements for urban neighborhoods and proposed streamlined approvals of site-specific reductions in required parking. As a result, Title 21 will no longer require developments in the Municipality to provide a minimum number of off-street parking spaces. Developers will decide how many parking spaces to include on each site.

In consideration of the removal of parking minimums, the S-version also revises the amendments to other Title 21 regulations for off-street parking facilities. For example, it shortens parking regulation intent statements, parking space usage regulations, and rules for calculating parking requirements such as for the maximum allowed number of parking spaces. It adjusts the accessible (ADA) parking space requirements, simplifies the amendments to bicycle parking requirements, and adds a few requirements to mitigate potential effects from eliminating parking minimums. The following table provides a more detailed comparison of the S-version's changes from the original AO 2022-80 amendments to the Title 21 *parking* regulations:

Parking Regulation	A.O. 2022-80 Code Amendment (as introduced on 9-13-2022)	S-version Amendment
Minimum Off-Street Parking Requirements (21.07.090A. - E.)	Set area-specific minimum parking requirements that are 10% to 35% lower for urban neighborhoods and public transit corridors. Remove parking requirements in the future within yet-to-be-created parking management districts.	Completely remove off-street parking requirements in all parts of the Municipality. No longer regulate the usage or availability of parking spaces. Allow shared and off-site parking, by-right.
Applicability of Parking Design Standards (21.07.090E.1.)	No change to current requirement that all parking facilities must comply with the Title 21 development standards for constructing parking facilities.	Require all areas <u>used</u> for off-street parking to meet the Title 21 development standards for parking facilities.
Maximum Allowed Parking (21.07.090E.2.)	No change to current maximum allowed number of parking spaces, which is 125% of the minimum parking requirement for most commercial uses.	Base the maximum allowed number of parking spaces on the size of the building.
Parking Reductions (21.07.090F.)	Streamline approvals of % reductions in the required number of parking spaces, to become by-right approvals for developments that incorporate parking management strategies or that use less parking (e.g., affordable housing). Add to the menu of parking reduction strategies, through which developments may earn percentage reductions in the parking requirement.	Allow developments to provide little or no parking, by-right, without having to earn percentage reductions. Beginning in 2024 after a transition period, require large developments to select one parking demand reduction strategy from a simplified list of parking reduction strategies. Exempt smaller projects, affordable housing, etc.
Accessible (ADA) Parking Spaces (21.07.090J.)	No change to current required number of accessible (ADA) parking spaces, which is set as a ratio of the total amount of (required) parking provided, except in the urban neighborhoods with a lower overall parking requirement.	Fewer ADA spaces (or none) will be required in developments that choose to build fewer or no parking spaces. Therefore, increase the number of required ADA spaces as a ratio of the total amount of parking provided.

Parking Regulation	A.O. 2022-80 Code Amendment (as introduced on 9-13-2022)	S-version Amendment
Bicycle Parking Requirements (21.07.090K.)	Require most smaller developments to provide at least one U-rack. Increase the bike parking requirement in urban neighborhoods and transit corridors. Require a percentage of bike parking to be in secure and sheltered areas for employee and resident bike parking.	Wait until 2024 to apply the amended bike parking requirements, after a transition period. Increase the bike parking requirement by the same amount in all areas, rather than in just the urban neighborhoods. Allow co-location of bike parking among uses.

The net effect of these changes is to simplify the parking regulations in Title 21, cutting the code sections devoted to off-street parking requirements (21.07.090A. through F.) from 20 pages down to 7 pages. These changes can be expected to reduce the time that developers and municipal zoning plan reviewers must devote to ensuring conformance with Title 21. For many kinds of developments, parking minimums also comprise the largest site development costs and site area requirements mandated by Title 21.

Site Access. With respect to *site access* regulations (e.g., driveways and walkways), the overall approach is to separate out the *parking* amendments from the *site access* amendments in AO 2022-80 and move forward first with only the *parking* amendments in the S-version. The intent of the Planning Department is to take the *site access* amendments from AO 2022-80 and reconstitute them in a separate ordinance. The Planning Department will take the *site access* amendments back to the Planning and Zoning Commission for a public hearing and then submit them to the Assembly in 2023.

Therefore, the S-version language for AO 2022-80 reverses all the parts of the ordinance that proposed to amend the Title 21 *site access* regulations. This includes deleting (i.e., reversing) all the amendments to current adopted Title 21 driveway standards, pedestrian access facilities, and residential and mixed-use design standards. The S-version restores the current adopted code language for these *site access* sections and moves forward with amendments to only the *parking*-related sections of the original ordinance.

SOURCE AND RATIONALE FOR THE (S) VERSION'S CHANGES

Development of S-version. Assembly Members Volland, Dunbar, and Cross initiated an S-version working group process with community volunteers and the Planning Department to discuss and propose changes in the draft ordinance that was recommended by the Planning Department and Planning and Zoning Commission. The Assembly Members initiated the working group to address several issues heard through community input regarding the draft *Parking and Site Access Amendments* ordinance. Issues included the overall length of the ordinance, the complexity and volume of changes to certain sections of Title 21, and that minimum parking requirements for residential or commercial uses were not eliminated with the draft ordinance.

The Assembly Members provided an initial draft S-version to the Planning Department in September, for discussion. Over the course of four working group meetings, proposed edits to the S-version were discussed and accepted by the working group. The S-version introduced to the Assembly is the product of the working group effort and includes such items as the elimination of minimum parking requirements, which are foreseen as a viable way to reduce development costs to bring new housing to Anchorage.

Rationale for S-version Changes. Parking sprawl hinders the creation of connected spaces and multimodal travel by pushing housing and commercial uses ever further apart. Large surface area parking increases the distances that must be traveled to get from place to place without a car. It can be argued that this has the effect of discouraging travel by foot, bicycle, or wheelchair. This, in turn, hinders accessibility and equity, as lower income residents are less likely to own a car or multiple cars. Additionally, excess parking is harmful for the environment and adds long term costs to our stormwater system, while impacting Anchorage's property tax base by taking up much of our buildable land.

Recently, the Assembly approved the funding of a Long Range Transportation Plan, to include the study of snow removal from streets and sidewalks, pedestrian safety, right-of-way management, and on-street parking management. This plan can recommend mitigation strategies for on-street parking and right-of-way, should future need arise.

ATTACHMENT A: SIMPLIFIED (S) VERSION – FOR REFERENCE ONLY

Because the S-version ordinance must be formatted to show all its changes to the code amendment language in AO 2022-80, the S-version is lengthy and includes complicated formatting in some sections. *Attachment A: Simplified S-version – For Reference Only* is provided as an informational exhibit to clarify how the S-version would change the current adopted Title 21 code language.

The *Simplified S-version – For Reference Only* just shows how the S-version changes the currently adopted Title 21 code text. It removes all the text from the S-version that shows how the S-version differs from the original AO 2022-80. This *Simplified S-version* is informational only and does not replace or substitute for the S-version main document.

The S-version main document, AO 2022-80(S), is the document recommended for official adoption. We request that proposed floor amendments (if any) from Assembly Members should refer to the S-version main document.

RECOMMENDATION:

We request your support for the S-version, AO 2022-80(S).

Prepared by:	Assembly Counsel's Office
Respectfully submitted:	Daniel Volland, Assembly Member
	District 1, North Anchorage
	Kevin Cross, Assembly Member
	District 2, Eagle River, Chugiak & JBER
	Forrest Dunbar, Assembly Member
	District 5, East Anchorage

Attachments: Attachment A—Simplified S-version – For Reference Only
(Planning and Zoning Commission Case No. 2022-0026)

ANCHORAGE, ALASKA

AO No. 2022-80(S)

SIMPLIFIED (S) VERSION FOR REFERENCE ONLY

This version of AO No. 2022-80(S) shows the deletions and additions from current adopted code that would result from adopting the (S)-version.

1 **AN ORDINANCE OF THE ANCHORAGE MUNICIPAL ASSEMBLY AMENDING**
2 **ANCHORAGE MUNICIPAL CODE TITLE 21 CHAPTERS 21.04, ZONING**
3 **DISTRICTS; 21.07, DEVELOPMENT AND DESIGN STANDARDS; 21.11,**
4 **DOWNTOWN; 21.15, RULES OF CONSTRUCTION AND DEFINITIONS, AND**
5 **AMENDING ANCHORAGE MUNICIPAL CODE OF REGULATIONS SECTION**
6 **21.20.007, SCHEDULE OF FEES, IN ORDER TO AMEND THE OFF-STREET**
7 **PARKING AND SITE ACCESS DEVELOPMENT STANDARDS AND ACHIEVE**
8 **COMPREHENSIVE PLAN GOALS FOR INFILL AND REDEVELOPMENT,**
9 **HOUSING, AND ACCESSIBLE LAND USE.**

10
11 (Planning and Zoning Commission Case No. 2022-0026)

12
13 **WHEREAS**, a thriving city is a place full of people, that has a strong economy, a
14 diverse transportation network everyone can safely use, and an attractive
15 environment of buildings, public spaces and natural features; and
16

17 **WHEREAS**, surface parking lots have become a large portion of our city's total
18 land area as the city's footprint continues to grow, leaving more of our land covered
19 in asphalt and reducing available area for housing, development and green
20 spaces; and
21

22 **WHEREAS**, the *Anchorage 2040 Land Use Plan (2040 Plan)* assesses the
23 housing and employment needs of current and future Anchorage residents and
24 includes a vision, goals, policies, and actions to address these needs; and
25

26 **WHEREAS**, Goal 3 of the *2040 Plan* establishes Anchorage's commercial centers
27 and corridors as the places to accommodate new business growth and mixed-use
28 housing opportunities through infill and redevelopment in a more efficiently-
29 developed, walkable community; and
30

31 **WHEREAS**, Goal 4 of the *2040 Plan* establishes Anchorage's neighborhoods as
32 the places to provide a range of additional housing opportunities, meeting the
33 housing needs of residents of all income levels and household types; and
34

35 **WHEREAS**, off-street parking minimums and driveway access standards are often
36 the costliest and most land-consuming zoning requirements for multi-unit housing,
37 mixed-use, and business developments; and
38

39 **WHEREAS**, minimum parking requirements are a barrier to the development of a
40 range of housing types and businesses and hinder adaptive re-use of existing
41 buildings; and
42

43 **WHEREAS**, Inadequate treatment of pedestrian and bicyclist site access needs
44 also impact the cost and range of housing types and business developments, and

choices for travel mode; and

WHEREAS, Action 4-3 of the *2040 Plan* calls for amendments to Title 21 to allow parking reductions by right for residential uses and to offer greater parking reductions in key development areas; and

WHEREAS, the *Metropolitan Area Transportation Solutions (AMATS) 2040 Metropolitan Transportation Plan* sets forth policies and actions under Goal 3 to develop an efficient multi-modal transportation system to reduce congestion, promote accessibility, and improve system reliability, including Action 3E-5 to pursue parking strategies that support multi-modal transportation options; and

WHEREAS, the *AMATS Non-Motorized Plan (2022)* calls for short-term and long-term bicycle parking spaces and provides recommendations for their design and location; and

WHEREAS, neighborhood and district plans support amending Title 21 parking and site access regulations, including but not limited to the *Spenard Corridor Plan* Policies 5.28, 5.29, 5.30, and 5.32 for flexible parking requirements, compact parking design, parking management solutions, and shared parking to create efficiencies to further redevelopment and investment goals; and the *Fairview Neighborhood Plan* Strategy 3.2 to reduce required on-site parking; and

WHEREAS, amending Title 21 to remove the requirement to provide a minimum number of parking spaces will provide flexibility, allow builders to determine parking needs based on market demand, reduce costs, and make it easier to build developments with efficient, compact site plans that balance site access for motorists, pedestrians, and bicyclists in context with the surrounding neighborhood; and

WHEREAS, the Planning Department received and incorporated feedback from dozens of consultations and public meetings with the general public, private-sector development experts, design/architectural professionals, business organizations, neighborhoods, public agencies, and municipal committees and commissions;

WHEREAS, this Substitute (S) version of AO 2022-80 is the result of a working group process initiated by Assembly members and including the municipal Planning Department in careful consideration of public, agency, and developer concerns regarding the draft ordinance; now, therefore,

THE ANCHORAGE ASSEMBLY ORDAINS:

Section 1. Anchorage Municipal Code Chapter 21.04, Zoning Districts, is hereby amended to read as follows (*the remainder of the chapter is not affected and therefore not set out*):

21.04.020 Residential Districts

- 1 *** *** ***
- 2 H. *R-3A: Residential Mixed-Use District.*
- 3 *** *** ***
- 4 2. District-Specific Standards
- 5 *** *** ***
- 6 [E. *REDUCED PARKING RATIOS.* DEVELOPMENT IN THE R-3A DISTRICT SHALL BE ELIGIBLE FOR A REDUCTION OF
- 7 THE MINIMUM NUMBER OF PARKING SPACES, AS
- 8 PROVIDED IN SUBSECTION 21.07.090F.6.]
- 9
- 10
- 11 e[F]. *Enhanced sidewalk option.*
- 12
- 13 f[G]. *Building height increases.*
- 14 *** *** ***
- 15 g[H]. *Neighborhood protections.*
- 16 *** *** ***
- 17 J. *R-4A: Residential Mixed-Use District.*
- 18 *** *** ***
- 19 2. District-Specific Standards
- 20 *** *** ***
- 21 [D. *REDUCED PARKING RATIOS.* DEVELOPMENT IN THE R-4A DISTRICT SHALL BE ELIGIBLE FOR A REDUCTION OF
- 22 THE MINIMUM NUMBER OF PARKING SPACES, AS
- 23 PROVIDED IN SUBSECTION 21.07.090F.6.]
- 24
- 25
- 26 d[E]. *Building height increase.*
- 27 *** *** ***
- 28
- 29 (AO 2012-124(S), 2-26-13; AO No. 2015-100, § 1, 10-13-15; AO No. 2017-
- 30 176, § 3, 1-9-18; AO No. 2019-58, § 2, 5-7-19)
- 31
- 32 **21.04.030 Commercial districts.**
- 33 *** *** ***
- 34 G. *Standards for Mixed-Use Development in the B-1A and B-1B*
- 35 *Districts.*
- 36 *** *** ***
- 37 [5. *REDUCED PARKING RATIOS.* THE DEVELOPMENT IS
- 38 ELIGIBLE FOR A REDUCTION OF UP TO FIVE PERCENT
- 39 OF THE MINIMUM NUMBER OF PARKING SPACES, AS
- 40 PROVIDED IN SUBSECTION 21.07.090F.6.]
- 41
- 42 5[6]. *Enhanced sidewalk option.*
- 43 *** *** ***
- 44 H. *Standards for Mixed-Use Development in the B-3 District.*
- 45 *** *** ***
- 46 [4. *REDUCED PARKING RATIOS.* THE DEVELOPMENT IS
- 47 ELIGIBLE FOR A REDUCTION OF UP TO FIVE PERCENT

OF THE MINIMUM NUMBER OF PARKING SPACES, AS PROVIDED IN SUBSECTION 21.07.090F.6.]

*** 4[5]. *Enhanced sidewalk option.* ***

(AO 2012-124(S), 2-26-13; AO 2013-117, 12-3-13; AO No. 2017-58, § 1, 4-11-17; AO No. 2019-11, § 2, 2-12-19)

21.04.070 Overlay Zoning Districts.

*** C. *Commercial Center Overlay.* ***

[4. *REDUCED PARKING RATIOS.* INSTEAD OF THE FIVE PERCENT REDUCTION PROVIDED IN SUBSECTIONS 21.04.030G. AND H., ANY USE IS ELIGIBLE FOR A REDUCTION OF UP TO 10 PERCENT OF THE MINIMUM NUMBER OF PARKING SPACES, AS PROVIDED IN SUBSECTION 21.07.090F.6.]

(AO 2012-124(S), 2-26-13; AO 2013-117, 12-3-13)

Section 2. Anchorage Municipal Code Chapter 21.07, Development and Design Standards, is hereby amended to read as follows (*the remainder of the chapter is not affected and therefore not set out*):

21.07 Development and Design Standards

*** **21.07.060 Transportation and Connectivity** ***

F. *Pedestrian amenities.*

*** [15. *BICYCLE PARKING FACILITIES.*

A. REQUIRED BICYCLE PARKING OR A SIGN LEADING THERETO SHALL BE LOCATED IN AN AREA VISIBLE FROM A PRIMARY ENTRANCE AREA AND NO FARTHER FROM A PRIMARY ENTRANCE THAN THE CLOSEST MOTOR VEHICLE PARKING SPACE, NOT INCLUDING DESIGNATED ACCESSIBLE PARKING, CARPOOL, OR VANPOOL SPACES. IT MAY ALSO BE LOCATED INSIDE THE BUILDING SERVED, IN A LOCATION THAT IS EASILY ACCESSIBLE FOR BICYCLES.

B. A REQUIRED BICYCLE PARKING SPACE SHALL INCLUDE A SECURELY FIXED STRUCTURE THAT ALLOWS THE BICYCLE WHEEL AND FRAME TO BE LOCKED TO THE FACILITY, AND THAT SUPPORTS THE BICYCLE FRAME IN A STABLE POSITION WITHOUT DAMAGE TO THE BICYCLE, OR SHALL BE IN A BICYCLE LOCKER, LOCKABLE BICYCLE ENCLOSURE, OR LOCKABLE ROOM.

C. A REQUIRED BICYCLE PARKING SPACE SHALL BE A MINIMUM OF SIX FEET LONG AND TWO FEET WIDE.

D. THE SURFACING OF BICYCLE PARKING FACILITIES SHALL BE DESIGNED AND MAINTAINED TO BE CLEAR OF MUD AND SNOW.

E. BICYCLE PARKING SHALL NOT OBSTRUCT PEDESTRIAN WALKWAYS, BUILDING ACCESS, OR USE AREAS.]

*** **

(AO 2012-124(S), 2-26-13; AO 2013-117, 12-3-13; AO 2015-82, 7-28-15; AO 2015-100, 10-13-15; AO 2017-55, 4-11-17; AO 2020-38, 4-28-20)

21.07.090 Off-Street Parking and Loading

A. *Purpose.* This section [ESTABLISHES OFF-STREET PARKING AND LOADING REQUIREMENTS AS A NECESSARY PART OF THE DEVELOPMENT AND USE OF LAND, TO ENSURE THE SAFE AND ADEQUATE FLOW OF TRAFFIC IN THE PUBLIC STREET SYSTEM, AND TO] ensures that parking facilities[LOTS] are designed to perform in a safe, efficient manner. It is also the intent of this section to attenuate the [ADVERSE] visual, environmental, and economic impacts of parking facilities[LOTS], and encourage other modes of site access [TO ACHIEVE A COMPACT AND EFFICIENT LAND USE PATTERN]. Specific objectives of this section [PURPOSES] include to:

1. [ENSURE THAT OFF-STREET PARKING, LOADING, AND ACCESS DEMANDS WILL BE MET WITHOUT ADVERSELY AFFECTING OTHER NEARBY LAND USES AND NEIGHBORHOODS;]Support the safe and adequate flow of traffic, pedestrians, and service vehicles in adjoining streets;

2. Provide for safe and orderly circulation and parking in parking and loading facilities, and minimize conflicts between pedestrians and vehicles;

[3. ENCOURAGE THE EFFICIENT USE OF LAND AND AVOID THE ENCUMBRANCE OF MORE SPACE THAN IS NECESSARY FOR PARKING;

4. IMPROVE THE VISUAL APPEARANCE OF PUBLIC STREET CORRIDORS BY ENCOURAGING BUILDINGS AND OTHER ATTRACTIVE SITE FEATURES TO BECOME MORE PROMINENT RELATIVE TO PARKING LOTS;]

3[5]. Provide for better pedestrian movement and encourage alternative modes of transportation consistent with cleaner air and water, greater transportation choice, and efficient infill and redevelopment by reducing [THE] expanses of parking [THAT MUST BE TRAVERSED BETWEEN DESTINATIONS]; and

[6. SUPPORT A BALANCED TRANSPORTATION SYSTEM THAT IS CONSISTENT WITH CLEANER AIR AND WATER, GREATER TRANSPORTATION CHOICES, AND EFFICIENT INFILL AND REDEVELOPMENT; AND]

4. Facilitate bicycle use by providing safe, secure, and convenient bike parking through minimum requirements for the type of bike parking facilities and the amount of bicycle spaces.

[7. ALLOW FLEXIBILITY IN ADDRESSING VEHICLE PARKING, LOADING, AND ACCESS, INCLUDING PROVIDING FOR REDUCTIONS AND ALTERNATIVES TO MINIMUM PARKING REQUIREMENTS.]

B. *Applicability.*

1. *Generally.*

a. The off-street parking and loading standards of this section 21.07.090 shall apply to all development in the municipality, including changes of use. All areas used for off-street parking and loading shall meet the development and design standards of this section 21.07.090.

b. Except for the off-street loading requirements of subsection 21.07.090G., all other requirements of this section shall apply to Girdwood, unless specifically preempted in chapter 21.09.

c. Except when specifically exempted, the requirements of this section shall apply to all temporary parking lots and parking facilities[LOTS] that are a principal use on a site.

2. ~~[EXPANSIONS, RELOCATIONS, AND ENLARGEMENTS. A SITE TO WHICH A BUILDING IS RELOCATED SHALL PROVIDE THE REQUIRED PARKING AND LOADING SPACES. AN EXPANSION OR ENLARGEMENT THAT IS AN INCREASE IN THE FLOOR AREA OR OTHER MEASURE OF OFF-STREET PARKING AND LOADING REQUIREMENTS SHALL PROVIDE SPACES AS REQUIRED FOR THE INCREASE.]~~

[3. *USE OF REQUIRED PARKING SPACES.* REQUIRED PARKING SPACES SHALL BE AVAILABLE FOR THE PARKING OF PASSENGER AUTOMOBILES BY RESIDENTS, OCCUPANTS, CUSTOMERS, VISITORS, OR EMPLOYEES OF THE USE. REQUIRED PARKING SPACES MAY NOT BE ASSIGNED, LEASED, OR RENTED IN ANY WAY TO A USE ON ANOTHER SITE, OR TO ANYONE WHO IS NOT A RESIDENT, OCCUPANT, CUSTOMER, GUEST, OR EMPLOYEE, EXCEPT FOR SHARED PARKING SITUATIONS. SEE SUBSECTION 21.07.090F.16. ALSO, REQUIRED SPACES SHALL NOT BE USED FOR THE PARKING OF EQUIPMENT OR FOR STORAGE OF GOODS OR INOPERABLE VEHICLES.]

[4.] *Regulation of Parking Space Use.* The providers of [REQUIRED] off-street parking spaces may reasonably control the users thereof by means that may include, but are not limited to, restricting all parking to the users of the facility; parking lot attendants; control gates; tow-away areas; areas for exclusive use by employees, tenants, or staff; areas restricted for use by customers or visitors; and imposing time limitations on users. Fees may be charged for the use of required parking[, SUBJECT TO APPROVAL OF THE TRAFFIC ENGINEER. PRIOR TO APPROVAL OF THE PERMIT THE TRAFFIC ENGINEER MAY REVIEW ALL METHODS OF CONTROL AND MAY DISAPPROVE OF ANY RESTRICTION SUCH AS FEES THAT ADVERSELY AFFECTS THE PURPOSE OF THIS SECTION]. The

municipality may enforce any approved parking plan or restrictions through any of the code enforcement provisions set forth in chapter 21.14, Enforcement.

3[5]. *Parking Nonconformities.* When a site is out of compliance with this section 21.07.090[AS TO THE NUMBER OF REQUIRED OR ALLOWED PARKING SPACES], section 21.13.060, *Characteristics of Use*, applies.

C. *Computation of Parking and Loading Requirements.*

4. [OCCUPANCY LOAD FACTORS. WHERE PARKING REQUIREMENTS FOR ASSEMBLY ROOMS OR OTHER USES ARE BASED ON MAXIMUM CAPACITY UNDER PROVISIONS OF AMC TITLE 23, THE OCCUPANCY LOAD FACTORS OF AMC TITLE 23 SHALL NOT BE ADJUSTED.]

[5.] *Additional computation standards.*

a. *Off-Street Loading Space.* Required off-street loading space shall not be included as off-street parking spaces in computation of required or allowed number of off-street parking spaces, unless approved by the traffic engineer.

b. [FLEET VEHICLE PARKING. FOR THE PURPOSE OF CALCULATING PARKING REQUIREMENTS, FLEET VEHICLE PARKING SHALL NOT COUNT AGAINST EITHER THE MINIMUM OR MAXIMUM REQUIREMENTS.]

[C.] *Areas that Do Not Count Toward [MINIMUM BUT NOT] Maximum Parking Requirements.* For the purpose of calculating parking requirements, the following types of parking spaces shall not count against the maximum parking requirement[, BUT SHALL COUNT TOWARD THE MINIMUM REQUIREMENT]:

i. Accessible parking spaces;

ii. Parking spaces set aside for passenger loading [ZONES SPACES]including taxicab stands and ride hailing service spaces, provided that such spaces are not required by the traffic engineer pursuant to subsection 21.07.090I.;

iii. Vanpool and carpool parking spaces;

iv. Stacked, tandem, and full-time attendant (valet) parking spaces in conformance with subsection 21.07.090H.9.;

v. User-paid parking such as unbundled parking;

vi. Parking spaces with electric vehicle supply equipment (EVSE) for EV charging;

vii. Fleet vehicle parking;

viii[IV]. Parking spaces provided as the required parking for a use on another parcel through a municipally approved shared parking or off-site parking agreement; and

ix[V]. Parking structures, underground parking, and parking within, above, or beneath the building(s) it serves.

D. *Parking Lot Layout and Design Plan.*

1. *Applicability.* For all commercial, commercial marijuana, mixed-use, industrial, community, multifamily, and townhouse residential developments that provide off-street parking, the applicant shall submit a parking facility layout, circulation, and design plan for review and approval by the traffic engineer. The plan shall contain sufficient detail to enable the traffic engineer and the director to verify compliance with this section 21.07.090. Subject to approval of the traffic engineer, the parking layout and design plan may be combined with other plans required under this title, such as the landscaping plan required in 21.07.080, Landscaping, Screening, and Fences.

2. *Minimum Plan Requirements.*

a. The parking facility layout, circulation, and design plan shall be prepared by a design professional and stamped by a professional registered with the Alaska State Board of Registration for Architects, Engineers, and Land Surveyors, except that parking lots with fewer than 20 parking spaces shall be exempt.

b. The parking facility layout, circulation, and design plan shall include:

- i. Location of permanent or temporary snow storage areas with calculations per 21.07.040F.;
- ii. Location of required landscaping areas, refuse screening, and fences;
- iii. Location of required pedestrian sidewalks and walkways per 21.07.060E. Show dimensions for sidewalk widths and grades with spot elevations;
- iv. Off-street parking and loading calculation for all uses located on the site per tables 21.07-5[4] and 21.07-7[6];
- v. Parking space and loading berth locations. Include number of spaces provided, typical space dimensions, and grades per 21.07.090H.;
- vi. Where loading facilities or on-site refuse collection are provided, show commercial truck circulation and truck turning radii when required by the traffic engineer;
- vii[VI]. Show all parking facility[AREA] circulation patterns including location of curbed end islands at end of parking rows. Provide dimensions for the width of the circulation aisles, and show grades with spot elevations[PER 21.07.090H.];
- viii[VII]. Location of accessible parking spaces and access aisles per 21.07.090J.;
- ix[VIII]. Location of passenger loading zones and spaces [IF REQUIRED]per 21.07.090I.;
- x. Emergency access, fire lanes, and refuse collection;
- xi[IX]. Vehicle drive-throughs, vehicle queueing spaces and dimensions including vehicle-to-vehicle separation if required per 21.07.090 L.;
- xii[X]. Number, location and dimensions of bicycle parking spaces if required per 21.07.090K.;

xiii[XI]. Driveways to streets and alleys. Provide dimensions for throat width/depth, landing grades, and driveway slope including spot elevations. Show sight distance triangles per the m[M]unicipal d[D]riveway s[S]tandards;

xiv[XII]. On site traffic control signage and locations. Provide a sign summary table that indicates Sign ID, MUTCD/ATMS sign designation, description, and the direction the sign is facing;

xv[XIII]. Required parking lot lighting locations, lighting calculations and glare statement, except that parking lots with fewer than 10 parking spaces serving three- and four-unit multifamily uses are exempt from providing a lighting engineering plan; and

xvi[XIV]. Location of significant drainage elements such as manholes, catch basin, and drainage swales.

- c. The traffic engineer shall ensure that provisions have been made for minimum interference with street traffic flow and safe interior vehicular and pedestrian circulation, transit, and parking.

E. Off-Street Parking Requirements

1. Minimum Number of Spaces Required. Off-street parking spaces are not required, except:

- a. Accessible (ADA) parking spaces may be required, as provided in subsection 21.07.090J.;
- b. Passenger loading spaces may be required, as provided in subsection 21.07.090I.;
- c. Bicycle parking spaces may be required, as provided in subsection 21.07.090K.; and
- d. All areas used for off-street parking shall be constructed as parking facilities that meet the standards of section 21.07.090H., *Parking and Loading Facility Design Standards*.

[UNLESS OTHERWISE EXPRESSLY STATED IN THIS TITLE, OFF-STREET PARKING SPACES SHALL BE PROVIDED IN ACCORDANCE WITH TABLE 21.07-4, OFF-STREET PARKING SPACES REQUIRED, AND SUBSECTION E.2. BELOW. REDUCTIONS, EXEMPTIONS AND ALTERNATIVES TO THE REQUIRED MINIMUM NUMBER OF PARKING SPACES ARE PROVIDED IN SUBSECTION 21.07.090F., BELOW.]

2. [MINIMUM OF THREE PARKING SPACES. WHERE A USE IS REQUIRED TO PROVIDE OFF-STREET PARKING AND THE AMOUNT SPECIFIED IN TABLE 21.07-4 WOULD RESULT IN FEWER THAN THREE SPACES BEING REQUIRED FOR THE USE, THE USE SHALL PROVIDE AT LEAST THREE PARKING SPACES INCLUDING ONE VAN-ACCESSIBLE PARKING SPACE PURSUANT TO SUBSECTION 21.07.090J. WHERE THERE ARE MULTIPLE USES LOCATED ON A SITE, THE USES MAY SHARE THE ACCESSIBLE SPACE AS LONG AS THE REQUIREMENTS OF SUBSECTION 21.07.090J.1. ARE MET. PARKING REDUCTIONS IN SUBSECTION 21.07.090F. SHALL ALSO COMPLY WITH THIS SUBSECTION E.2. THE MINIMUM OF THREE PARKING SPACES SHALL NOT APPLY TO USES IN THE DT DISTRICTS, RESIDENTIAL HOUSEHOLD LIVING USES, COMMUNITY GARDENS, PARKS AND OPEN SPACE, UTILITY SUBSTATIONS, OR FUELING STATIONS AND FOOD AND BEVERAGE KIOSKS THAT ARE EXCLUSIVELY FOR DRIVE-THROUGH CUSTOMERS.]

(Note to Code Revisor: Delete Table 21.07-4: Off-Street Parking Spaces Required, in full, as shown below.)

[TABLE 21.07-4: OFF-STREET PARKING SPACES REQUIRED]			
[("DU" = DWELLING UNIT; "SF" = SQUARE FEET; "GFA" = GROSS FLOOR AREA)]			
[USE CATEGORY]	[USE TYPE]	[MINIMUM SPACES REQUIRED]	[SEE LOADING SUBSECTION 21.07.090G.]
[RESIDENTIAL USES]			
[HOUSEHOLD LIVING]	[DWELLING, MIXED-USE, MULTIFAMILY,	[1 PER STUDIO OR EFFICIENCY OR ONE BEDROOM DU	[X]

[TABLE 21.07-4: OFF-STREET PARKING SPACES REQUIRED] [("DU" = DWELLING UNIT; "SF" = SQUARE FEET; "GFA" = GROSS FLOOR AREA)]			
[USE CATEGORY]	[USE TYPE]	[MINIMUM SPACES REQUIRED]	[SEE LOADING SUBSECTION 21.07.090G.]
	SINGLE-FAMILY ATTACHED, TWO-FAMILY, AND TOWNHOUSE]	ADD 0.5 SPACES FOR EACH ADDITIONAL BEDROOM ADD 0.25 GUEST PARKING SPACES FOR EACH MULTIFAMILY DU WITH SINGLE-FAMILY OR TWO-FAMILY STYLE CONSTRUCTION ADD 0.15 GUEST PARKING SPACES FOR EACH MULTIFAMILY DU WITH TOWNHOUSE STYLE CONSTRUCTION ADD 0.10 GUEST PARKING SPACES FOR EACH MULTIFAMILY DU, WITH A MINIMUM OF 1 GUEST SPACE ADD 0.10 GUEST PARKING SPACES FOR EACH MIXED-USE DU, WITH A MINIMUM OF 1 GUEST SPACE]	
	[DWELLING, SINGLE-FAMILY DETACHED]	[2 PER DU UP TO 2,400 SQUARE FEET; 3 PER DU OVER 2,400 SQUARE FEET, INCLUDING ANY UNFINISHED AREA WHICH MAY BE CONVERTED TO LIVING AREA]	
	[ACCESSORY DWELLING UNIT (ADU)]	[SEE SUBSECTION 21.05.070D.]	
	[ALL OTHER HOUSEHOLD LIVING USES]	[2 PER DU]	
[GROUP LIVING]	[ASSISTED LIVING FACILITY (9+ CLIENT CAPACITY)]	[1 PER 4 BEDS PLUS 1 PER 350 SF OF OFFICE AREA PLUS REQUIREMENT FOR DWELLING, IF LOCATED IN A DWELLING]	[X]
	[CORRECTIONAL COMMUNITY RESIDENTIAL CENTER]	[1 PER 2,000 SF GFA]	[X]
	[HABILITATIVE CARE FACILITY]	[1 PER 400 SF GFA, AND 1 PASSENGER LOADING SPACE, RESERVED FOR PICKUP AND DELIVERY OF ADULTS, PER 800 SF GFA]	[X]
	[ROOMINGHOUSE]	[0.6 PER GUESTROOM]	[X]
	[TRANSITIONAL LIVING FACILITY]	[1 PER 2 BEDS PLUS 1 PER 4 PERSONS IN PRINCIPAL ASSEMBLY AREA BASED ON MAXIMUM OCCUPANCY PROVISIONS OF AMC TITLE 23]	[X]
[COMMUNITY USES]			
[ADULT CARE]	[ADULT CARE FACILITY, 3-8 PERSONS]	[1 PER 400 SF GFA, AND 1 PASSENGER LOADING SPACE, RESERVED FOR PICKUP AND DELIVERY OF ADULTS, PER 2,000 SF GFA (PLUS REQUIREMENT FOR PRINCIPAL USE, IF APPROVED AS ACCESSORY USE)]	
	[ADULT CARE FACILITY, 9+ PERSONS]	[1 PER 400 SF GFA, AND 1 PASSENGER LOADING SPACE, RESERVED FOR PICKUP AND DELIVERY OF ADULTS, PER 2,000 SF GFA]	[X]
[CHILD CARE]	[CHILD CARE HOME]	[NO ADDITIONAL REQUIREMENTS BEYOND THOSE REQUIRED FOR THE DWELLING UNIT IF THE ESTABLISHMENT IS FOR FEWER THAN 9 CHILDREN AND IS NOT LOCATED IN A DWELLING, THEN THE REQUIREMENT IS AS PROVIDED IN SUBSECTION 21.07.090E.2.]	
	[CHILD CARE CENTER, 9-15 CHILDREN]	[1 SPACE IN ADDITION TO WHAT IS REQUIRED FOR THE DWELLING]	

[TABLE 21.07-4: OFF-STREET PARKING SPACES REQUIRED] [("DU" = DWELLING UNIT; "SF" = SQUARE FEET; "GFA" = GROSS FLOOR AREA)]			
[USE CATEGORY]	[USE TYPE]	[MINIMUM SPACES REQUIRED]	[SEE LOADING SUBSECTION 21.07.090G.]
	[CHILD CARE CENTER, MORE THAN 15 CHILDREN]	[1 PER 400 SF GFA, AND 1 PASSENGER LOADING SPACE, RESERVED FOR PICKUP AND DELIVERY OF CHILDREN, PER 800 SF GFA]	
[COMMUNITY SERVICE]	[CEMETERY OR MAUSOLEUM]	[SEE SUBSECTION 21.07.090E.3.]	
	[COMMUNITY CENTER OR RELIGIOUS ASSEMBLY]	[1 PER 5 PERSONS IN PRINCIPAL ASSEMBLY AREA BASED ON MAXIMUM OCCUPANCY PROVISIONS OF AMC TITLE 23]	[X]
	[CREMATORIUM]	[1 PER 4 PERSONS IN THE MAIN CHAPEL BASED ON MAXIMUM OCCUPANCY PROVISIONS OF AMC TITLE 23]	
	[FAMILY SELF-SUFFICIENCY SERVICE]	[1 PER 300 SF GFA]	
	[GOVERNMENT ADMINISTRATION AND CIVIC BUILDINGS]	[1 PER 300 SF GFA]	[X]
	[HOMELESS AND TRANSIENT SHELTER]	[1 PER 300 SF ADMINISTRATIVE AREA, AND 1 PER 20 PILLOWS]	
	[NEIGHBORHOOD RECREATION CENTER]	[SEE SUBSECTION 21.07.090E.3.]	
	[SOCIAL SERVICE FACILITY]	[1 PER 300 SF GFA]	
[CULTURAL FACILITY]	[AQUARIUM]	[1 PER 500 SF GFA]	[X]
	[BOTANICAL GARDENS]	[SEE SUBSECTION 21.07.090E.3.]	[X]
	[LIBRARY]	[1 PER 400 SF GFA]	[X]
	[MUSEUM OR CULTURAL CENTER]	[1 PER 400 SF GFA]	[X]
	[ZOO]	[1 PER 5,000 SF OF SITE AREA]	[X]
	[ALL OTHER USES]	[1 PER 400 SF GFA OR 1 PER 10,000 SF OF SITE AREA FOR OUTDOOR USES]	[X]
[EDUCATIONAL FACILITY]	[BOARDING SCHOOL]	[SEE SUBSECTION 21.07.090E.3.]	[X]
	[COLLEGE AND UNIVERSITY]	[SEE SUBSECTION 21.07.090E.3.]	[X]
	[COMPUTER-AIDED LEARNING CENTER]	[1 PER 300 SF OF ENCLOSED FLOOR SPACE]	[X]
	[ELEMENTARY SCHOOL AND MIDDLE SCHOOL]	[1 PER 6 STUDENTS, BASED ON STATE OF ALASKA EED CAPACITY PROVISIONS]	[X]

[TABLE 21.07-4: OFF-STREET PARKING SPACES REQUIRED] [("DU" = DWELLING UNIT; "SF" = SQUARE FEET; "GFA" = GROSS FLOOR AREA)]			
[USE CATEGORY]	[USE TYPE]	[MINIMUM SPACES REQUIRED]	[SEE LOADING SUBSECTION 21.07.090G.]
	[HIGH SCHOOL]	[6 PER CLASSROOM WHERE THE TRAFFIC ENGINEER HAS REASON TO BELIEVE THAT, BASED ON SIMILAR OR COMPARABLE SCHOOLS, PARKING STUDY DATA, OR OTHER INFORMATION, THAT PARKING DEMAND FOR THE PROPOSED HIGH SCHOOL DEVELOPMENT IS LIKELY TO EXCEED THE REQUIREMENT, THE TRAFFIC ENGINEER MAY REQUIRE UP TO 1 PARKING SPACE PER 3 STUDENTS, BASED ON STATE OF ALASKA EED CAPACITY PROVISIONS.]	[X]
	[INSTRUCTIONAL SERVICES]	[6 PER CLASSROOM, PLUS 1 PER 300 SQUARE FEET OF DANCE OR OTHER TRAINING AREA]	[X]
	[VOCATIONAL OR TRADE SCHOOL]	[1 PER 2 STUDENTS BASED ON MAXIMUM OCCUPANCY PROVISIONS OF AMC TITLE 23]	[X]
[HEALTH CARE FACILITY]	[HEALTH SERVICES, INCLUDING OUTPATIENT MEDICAL AND DENTAL OFFICES, CO-LOCATED WITH A HOSPITAL/ HOSPITAL CAMPUS OTHER HEALTH SERVICES, INCLUDING OUTPATIENT MEDICAL AND DENTAL OFFICES]	[1 PER 250 SF GFA] [1 PER 300 SF GFA]	[X]
	[HOSPITAL/ HEALTH CARE FACILITY]	[1 PER 2 BEDS, BASED ON MAXIMUM CAPACITY, PLUS 1 PER 350 SF OF OFFICE AND ADMINISTRATIVE AREA]	[X]
	[NURSING FACILITY]	[1 PER 4 BEDS, BASED UPON MAXIMUM CAPACITY.]	[X]
[PARK AND OPEN AREA]	[COMMUNITY GARDEN]	[1 PER 5,000 SF OF LOT AREA]	
	[PARK, PUBLIC OR PRIVATE]	[SEE SUBSECTION 21.07.090E.3. PLAYFIELDS (SOCCER, BASEBALL, ETC.) SHALL HAVE MINIMUM OF 25 SPACES PER FIELD, UNLESS OTHERWISE APPROVED BY THE TRAFFIC ENGINEER, FOR UP TO FOUR FIELDS. FACILITIES WITH MORE THAN FOUR FIELDS SHALL BE SUBJECT TO THE DETERMINATION OF THE TRAFFIC ENGINEER.]	
[PUBLIC SAFETY FACILITY]	[ALL USES]	[SEE SUBSECTION 21.07.090E.3.]	
[TRANSPORTATION FACILITY]	[ALL USES]	[SEE SUBSECTION 21.07.090E.3.]	[X]
[UTILITY FACILITY]	[UTILITY FACILITY]	[1 PER 1,000 SF GFA]	[X]
	[UTILITY SUBSTATION, WIND ENERGY CONVERSION SYSTEM]	[SEE SUBSECTION 21.07.090E.3.]	

[TABLE 21.07-4: OFF-STREET PARKING SPACES REQUIRED] [("DU" = DWELLING UNIT; "SF" = SQUARE FEET; "GFA" = GROSS FLOOR AREA)]			
[USE CATEGORY]	[USE TYPE]	[MINIMUM SPACES REQUIRED]	[SEE LOADING SUBSECTION 21.07.090G.]
[COMMUNICATION STRUCTURES]	[ALL USES]	[NONE]	
[COMMERCIAL USES]			
[AGRICULTURAL USES]	[COMMERCIAL HORTICULTURE]	[SEE SUBSECTION 21.07.090E.3.]	[X]
[ANIMAL SALES, SERVICE & CARE]	[ANIMAL BOARDING]	[1 PER 800 SF GFA]	
	[ANIMAL SHELTER]	[1 PER 400 SF GFA]	
	[LARGE DOMESTIC ANIMAL FACILITY, PRINCIPAL USE]	[1 PER 4 SEATS OR 1 PER STALL, WHICHEVER IS GREATER]	
	[RETAIL AND PET SERVICES]	[1 PER 350 SF GFA]	[X]
	[VETERINARY CLINIC]	[1 PER 600 SF GFA]	[X]
[ASSEMBLY]	[CIVIC/CONVENTION CENTER]	[1 PER 4 PERSONS IN ASSEMBLY AREAS BASED ON MAXIMUM OCCUPANCY PROVISIONS OF AMC TITLE 23]	[X]
	[CLUB/LODGE/MEETING HALL]	[1 PER 4 PERSONS IN ASSEMBLY AREAS BASED ON MAXIMUM OCCUPANCY PROVISIONS OF AMC TITLE 23.]	[X]
[ENTERTAINMENT AND RECREATION]	[AMUSEMENT ESTABLISHMENT BOWLING ALLEY BINGO PARLOR INDOOR SHOOTING RANGE]	[INDOOR ENTERTAINMENT FACILITY: 1 PER 300 SF GFA 4 PER BOWLING LANE 1 PER 4 PERSONS IN ASSEMBLY AREAS BASED ON MAXIMUM OCCUPANCY PROVISIONS OF AMC TITLE 23. 1 PER TARGET AREA, OR 1 PER 5 SEATS, WHICHEVER IS GREATER]	
	[ENTERTAINMENT FACILITY, MAJOR]	[SEE SUBSECTION 21.07.090E.3.]	[X]
	[FITNESS AND RECREATIONAL SPORTS CENTER]	[1 PER 300 SF GFA]	[X]
	[GENERAL OUTDOOR RECREATION, COMMERCIAL]	[SEE SUBSECTION 21.07.090E.3.]	
	[GOLF COURSE]	[4 PER GREEN]	
	[GOLF DRIVING RANGE]	[0.5 PER TEE]	
	[MOTORIZED SPORTS FACILITY]	[1 PER 2 SPECTATOR SEATS IN A STRUCTURE SUCH AS A GRANDSTAND, STADIUM; OR 1 PER 2,000 SF OF SITE AREA; WHICHEVER IS GREATER]	[X]
	[MOVIE THEATER]	[1 PER 4 PERSONS BASED ON MAXIMUM OCCUPANCY PROVISIONS OF AMC TITLE 23]	[X]
	[NIGHTCLUB]	[1 PER 3 PERSONS BASED ON MAXIMUM CAPACITY UNDER PROVISIONS OF AMC TITLE 23]	[X]

[TABLE 21.07-4: OFF-STREET PARKING SPACES REQUIRED] [("DU" = DWELLING UNIT; "SF" = SQUARE FEET; "GFA" = GROSS FLOOR AREA)]			
[USE CATEGORY]	[USE TYPE]	[MINIMUM SPACES REQUIRED]	[SEE LOADING SUBSECTION 21.07.090G.]
	[SHOOTING RANGE, OUTDOOR]	[1 PER TARGET AREA, OR 1 PER 5 SEATS, WHICHEVER IS GREATER]	
	[SKIING FACILITY, ALPINE]	[SEE SUBSECTION 21.07.090E.3.]	
	[THEATER COMPANY OR DINNER THEATER]	[1 PER 4 PERSONS BASED ON MAXIMUM CAPACITY UNDER PROVISIONS OF AMC TITLE 23]	[X]
[FOOD AND BEVERAGE SERVICE]	[BAR]	[1 PER 100 SF GFA]	[X]
	[FOOD AND BEVERAGE KIOSK]	[0 PER ESTABLISHMENT, PLUS VEHICLE QUEUING SPACES]	
	[RESTAURANT]	[1 PER 100 SF GFA FOR SEATING AREA 1 PER 125 SF GFA FOR DRIVE-THROUGH RESTAURANTS SEATING AREA (PLUS VEHICLE QUEUING SPACES) 1 PER 400 SF GFA FOR KITCHEN AREA 1 PER 1000 SF GFA FOR STORAGE AREA]	[X]
[OFFICE]	[BROADCASTING FACILITY]	[1 PER 350 SF GFA]	
	[FINANCIAL INSTITUTION]	[1 PER 350 SF GFA (PLUS VEHICLE QUEUING SPACES IF DRIVE-THROUGH IS PROVIDED)]	[X]
	[OFFICE, BUSINESS OR PROFESSIONAL]	[1 PER 350 SF GFA]	[X]
[PERSONAL SERVICE, REPAIR, AND RENTAL]	[BUSINESS SERVICE ESTABLISHMENT]	[1 PER 500 SF GFA]	[X]
	[FUNERAL SERVICES]	[1 PER 4 PERSONS IN MAIN ASSEMBLY AREAS BASED ON MAXIMUM OCCUPANCY PROVISIONS OF AMC TITLE 23]	[X]
	[GENERAL PERSONAL SERVICES]	[1 PER 400 SF GFA]	[X]
	[SMALL EQUIPMENT RENTAL]	[1 PER 400 SF GFA]	[X]
[RETAIL SALES]	[AUCTION HOUSE]	[1 PER 300 SF GFA]	[X]
	[BUILDING MATERIALS STORE]	[1 PER 600 SF GFA AND OUTDOOR DISPLAY AREA]	[X]
	[CONVENIENCE STORE]	[1 PER 350 SF GFA]	[X]
	[FARMERS MARKET]	[SEE SUBSECTION 21.07.090E.3.]	
	[FUELING STATION]	[1 PER ATTENDANT FOR STAND-ALONE FUELING STATIONS; ALSO REFER TO SUBSECTION 21.07.090L.2. FOR QUEUING REQUIREMENT]	
	[FURNITURE AND HOME APPLIANCE STORE]	[1 PER 800 SF GFA]	[X]
	[GENERAL RETAIL]	[1 PER 350 SF GFA]	[X]
	[GROCERY OR FOOD STORE]	[1 PER 250 SF GFA]	[X]
	[LIQUOR STORE]	[1 PER 400 SF GFA]	[X]
	[PAWNSHOP]	[1 PER 350 SF GFA]	[X]

[TABLE 21.07-4: OFF-STREET PARKING SPACES REQUIRED] [("DU" = DWELLING UNIT; "SF" = SQUARE FEET; "GFA" = GROSS FLOOR AREA)]			
[USE CATEGORY]	[USE TYPE]	[MINIMUM SPACES REQUIRED]	[SEE LOADING SUBSECTION 21.07.090G.]
[VEHICLES AND EQUIPMENT]	[AIRCRAFT AND MARINE VESSEL SALES]	[1 PER 7,000 SF OUTDOOR DISPLAY/SALES AREA; 1 PER 400 SF INDOOR FLOOR AREA]	[X]
	[VEHICLE PARTS AND SUPPLIES]	[1 PER 400 SF GFA; 1 PER 7,000 SF OUTDOOR DISPLAY/SALES AREA]	[X]
	[VEHICLE – LARGE AND SMALL, SALES VEHICLE – LARGE AND SMALL, RENTAL]	[1 PER 7,000 SF OUTDOOR DISPLAY/SALES AREA; 1 PER 400 SF INDOOR FLOOR AREA 1 PER 400 SF OF INDOOR FLOOR AREA]	[X]
	[VEHICLE SERVICE AND REPAIR, MAJOR AND MINOR]	[0.5 PER CAR WASH BAY; 4 PER OTHER SERVICE BAY (PROVIDED THAT ALL VEHICLES IN CUSTODY OF OPERATOR OF BUSINESS FOR PURPOSE OF SERVICE, REPAIR OR STORAGE SHALL BE STORED ON PREMISES OR ON A SEPARATE OFF-STREET PARKING LOT OR BUILDING)]	
[VISITOR ACCOMMODATIONS]	[CAMPER PARK]	[1 SPACE PER 10 RECREATIONAL VEHICLE OR TENT CAMPING SPACES]	
	[EXTENDED-STAY LODGINGS]	[1 PER GUESTROOM OR ONE BEDROOM UNIT; 1.25 PER TWO BEDROOM UNIT; 1.5 PER THREE BEDROOM OR MORE UNIT; PLUS 1 PER 4 PERSONS IN MEETING ROOMS BASED ON MAXIMUM OCCUPANCY PROVISIONS OF AMC TITLE 23.]	[X]
	[HOSTEL]	[1 PER 600 SF GFA]	
	[HOTEL, MOTEL AND INN]	[0.9 PER GUESTROOM, PLUS 1 PER 4 PERSONS IN MEETING ROOMS BASED ON MAXIMUM OCCUPANCY PROVISIONS OF AMC TITLE 23.]	[X]
	[RECREATIONAL AND VACATION CAMP]	[SEE SUBSECTION 21.07.090E.3.]	
[MARIJUANA USES]			
[MARIJUANA USES]	[MARIJUANA CULTIVATION FACILITY]	[1 PER 1,000 SF GFA]	[X]
	[MARIJUANA MANUFACTURING FACILITY]	[1 PER 400 SF GFA]	[X]
	[MARIJUANA TESTING FACILITY]	[1 PER 350 SF GFA]	
	[MARIJUANA RETAIL SALES ESTABLISHMENT]	[1 PER 350 SF GFA]	[X]
[INDUSTRIAL USES ¹¹]			
[INDUSTRIAL SERVICE ¹¹]	[DATA PROCESSING FACILITY]	[1 PER 1,000 SF GFA]	[X]
	[DRY CLEANING ESTABLISHMENT]	[1 PER 750 SF DRY CLEANING PLANT AREA PLUS 1 PER 600 SF OF CUSTOMER SERVICE AREA]	[X]

[TABLE 21.07-4: OFF-STREET PARKING SPACES REQUIRED] [("DU" = DWELLING UNIT; "SF" = SQUARE FEET; "GFA" = GROSS FLOOR AREA)]			
[USE CATEGORY]	[USE TYPE]	[MINIMUM SPACES REQUIRED]	[SEE LOADING SUBSECTION 21.07.090G.]
	[GENERAL INDUSTRIAL SERVICE, CONTRACTOR AND SPECIAL TRADES, LIGHT]	[1,000-3,000 SF GFA: 1 PER 750 SF GFA; ADD 1 SPACE PER EACH 1,000 SF GFA ABOVE 3,000 SF GFA, UP TO 5,000 SF GFA; ADD 1 SPACE PER EACH 1,500 SF GFA ABOVE 5,000 SF GFA, UP TO 50,000 SF GFA; ADD 1 SPACE PER EACH 2,000 SF GFA ABOVE 50,000 SF GFA]	[X]
	[GOVERNMENTAL SERVICE]	[1 PER 600 SF GFA]	[X]
	[HEAVY EQUIPMENT, SALES AND RENTAL]	[1 PER 400 SF INDOOR FLOOR AREA]	[X]
	[RESEARCH LABORATORY]	[1 PER 350 SF GFA]	[X]
[MANUFACTURING AND PRODUCTION ¹¹]	[COMMERCIAL FOOD PRODUCTION]	[1 PER 400 SF GFA FOR CATERING; 1 PER 800 SF GFA FOR FOOD PROCESSING]	[X]
	[COTTAGE CRAFTS]	[1 PER 600 SF GFA]	
	[MANUFACTURING (GENERAL, HEAVY, AND LIGHT)]	[1,000-3,000 SF GFA: 1 PER 750 SF GFA; ADD 1 SPACE PER EACH 1,000 SF GFA ABOVE 3,000 SF GFA, UP TO 5,000 SF GFA; ADD 1 SPACE PER EACH 1,500 SF GFA ABOVE 5,000 SF GFA.]	[X]
	[NATURAL RESOURCE EXTRACTION]	[SEE SUBSECTION 21.07.090E.3.]	
[MARINE FACILITY ¹¹]	[AQUACULTURE]	[SEE SUBSECTION 21.07.090E.3.]	
	[FACILITY FOR COMBINED MARINE AND GENERAL CONSTRUCTION]	[SEE SUBSECTION 21.07.090E.3.]	
	[MARINE OPERATIONS]	[SEE SUBSECTION 21.07.090E.3.]	
	[MARINE WHOLESALING]	[1 PER 800 SF GFA]	[X]
[WAREHOUSE AND FREIGHT MOVEMENT ¹¹]	[BULK STORAGE OF HAZARDOUS MATERIALS]	[SEE SUBSECTION 21.07.090E.3.]	
	[IMPOUND YARD]	[1 PER 500 SF GFA, PLUS 1 PER 5,000 SF OF OUTDOOR STORAGE AREA]	
	[MOTOR FREIGHT TERMINAL]	[SEE WAREHOUSE OR WHOLESALE ESTABLISHMENT]	[X]
	[SELF-STORAGE FACILITY]	[1 PER 75 SELF-STORAGE UNITS, PLUS VEHICLE QUEUING SPACES FOR SECURITY GATE. AISLES SUITABLE FOR TEMPORARY LOADING AND UNLOADING MAY BE COUNTED AS REQUIRED PARKING SPACES IN ACCORDANCE WITH TABLE 21.07-4 AS DETERMINED BY THE TRAFFIC ENGINEER. 1 PER 75 VEHICLE/BOAT STORAGE SPACES]	[X]
	[STORAGE YARD]	[1 PER 2,000 SF OF OUTDOOR STORAGE AREA]	

[TABLE 21.07-4: OFF-STREET PARKING SPACES REQUIRED] [["DU" = DWELLING UNIT; "SF" = SQUARE FEET; "GFA" = GROSS FLOOR AREA]]			
[USE CATEGORY]	[USE TYPE]	[MINIMUM SPACES REQUIRED]	[SEE LOADING SUBSECTION 21.07.090G.]
	[WAREHOUSE OR WHOLESALE ESTABLISHMENT, GENERAL OR LIGHT]	[1,000-10,000 SF GFA: 1 PER 1,000 SF GFA; ADD 1 SPACE PER EACH 1,250 SF GFA ABOVE 10,000 SF GFA, UP TO 50,000 SF GFA; ADD 1 SPACE PER EACH 1,500 SF GFA ABOVE 50,000 SF GFA.]	[X]
[WASTE AND SALVAGE]	[ALL USES]	[SEE SUBSECTION 21.07.090E.3.]	
[NOTES: ¹¹ THE OFF-STREET PARKING REQUIREMENTS FOR INDUSTRIAL USES IN THIS SCHEDULE A SHALL NOT INCLUDE SPACE DEVOTED TO OFFICE OR OTHER NON-INDUSTRIAL RELATED USE. WHERE A WAREHOUSING OR INDUSTRIAL FACILITY CONTAINS OFFICE OR OTHER NON-INDUSTRIAL RELATED USE, OFF-STREET PARKING FOR SUCH SPACES SHALL BE COMPUTED USING THE REQUIREMENTS SET FORTH IN THIS TABLE.]			

[3. USES NOT LISTED OR THAT HAVE NO SPECIFIC REQUIREMENT. IN THE CASE OF A USE OR CATEGORY OF USES NOT LISTED IN TABLE 21.07-4, OR THAT IS LISTED WITHOUT A SPECIFIC PARKING REQUIREMENT, THE REQUIREMENTS FOR OFF-STREET PARKING FACILITIES SHALL BE DETERMINED BY THE DIRECTOR AND THE TRAFFIC ENGINEER. SUCH DETERMINATION SHALL BE BASED UPON THE REQUIREMENTS FOR THE USE SPECIFIED IN TABLE 21.07-4 THAT IS MOST NEARLY COMPARABLE TO THE UNSPECIFIED USE, TRAFFIC ENGINEERING PRINCIPLES, AND/OR PARKING STUDIES. ANY PARKING STUDY PREPARED BY THE APPLICANT SHALL INCLUDE ESTIMATES OF PARKING DEMAND BASED ON RECOMMENDATIONS OF THE INSTITUTE OF TRANSPORTATION ENGINEERS (ITE), OR OTHER ACCEPTABLE ESTIMATES AS APPROVED BY THE TRAFFIC ENGINEER, AND SHALL INCLUDE OTHER RELIABLE DATA COLLECTED FROM USES OR COMBINATIONS OF USES THAT ARE THE SAME AS OR COMPARABLE WITH THE PROPOSED USE. COMPARABILITY SHALL BE DETERMINED BY DENSITY, SCALE, BULK, AREA, TYPE OF ACTIVITY, AND LOCATION. THE STUDY SHALL DOCUMENT THE SOURCE OF DATA USED TO DEVELOP THE RECOMMENDATIONS.]

[4.] *Maximum number of spaces permitted.*

- a. *Purpose.* The purpose of this subsection is to establish an upper limit on the number of parking spaces allowed [IN ORDER]to promote efficient use of land, enhanced urban design, a safe and walkable pedestrian

environment, alternative modes of transportation, and to protect air and water quality. Exceptions and flexibility procedures are provided where the required limit on the number of parking spaces is problematic for a certain use.

b. *Applicability.* For any use categorized as a community or commercial use in table 21.05-1, Table of Allowed Uses, the maximum number of off-street vehicle parking spaces shall be as provided below. Temporary parking, the uses “parking lot, principal use” and “parking structure, principal use”, and uses in the Educational Facility, Parks and Open Areas, Transportation Facility, and Utility Facility use categories are exempt.

c. *Maximum Number of Spaces.* Developments shall[MAY] provide a maximum of one parking space per 250 square feet of gross floor area, except as provided in e], OR 125 PERCENT OF THE MINIMUM NUMBER OF PARKING SPACES REQUIRED IN TABLE 21.07-4, WHICHEVER IS GREATER].

d. *Increased Landscaping in Large Parking Lots.* Development sites with more than 200 parking spaces [REQUIRED IN TABLE 21.07-4 AND THAT ARE PROPOSED BY THE APPLICANT TO HAVE AT LEAST 25 PERCENT MORE THAN THE MINIMUM NUMBER OF PARKING SPACES REQUIRED IN TABLE 21.07-4] shall increase the overall amount of area devoted to parking lot interior landscaping area to an area equal to at least 12 percent of the parking lot, including parking, internal circulation, and appurtenant driveways. This shall apply to uses which utilize the exceptions offered in subsection 2[4].e. below.

e. *Exceptions.*

i. Restaurants [WITHOUT A DRIVE-THROUGH], dinner theaters, and bars may provide up to one parking space per 100 square feet of gross floor area[200 PERCENT OF THE MINIMUM NUMBER OF PARKING SPACES REQUIRED IN TABLE 21.07-4]. Health services uses may provide up to one parking space per 200 square feet of gross floor area. Community centers, religious assemblies, crematoriums, assembly

uses, and entertainment and recreation uses may provide a maximum of 1 parking space per 3 seats or persons in the principal assembly area based on the maximum occupancy provisions of AMC Title 23.

ii. If application of the maximum parking standard would result in fewer than six parking spaces, the development shall be allowed six parking spaces.

iii. Exceptions to the maximum parking requirement may be allowed by the traffic engineer and the director in situations that meet all of the following criteria:

(A) The applicant provides a parking demand study of similar sites in the municipality that demonstrates that parking demand cannot be accommodated within the maximum number of parking spaces allowed or through [ANY OF THE AVAILABLE] parking congestion reduction strategies [AND ALTERNATIVES] such as on-street parking, shared parking with nearby uses, or incentives for alternatives to single-occupancy vehicle use; and

(B) The request is the minimum necessary variation from the standards.

[5. PARKING LOCATION. EXCEPT AS PROVIDED IN SUBSECTION 21.07.090F., ALL REQUIRED PARKING SHALL BE ON THE SAME LOT AS THE USE SERVED. [HOWEVER, REQUIRED PARKING MAY BE ON AN ABUTTING OR ADJACENT LOT PROVIDED THE ZONING DISTRICT IN WHICH THE LOT IS LOCATED ALLOWS FOR OFF-STREET PARKING AS A PERMITTED PRINCIPAL USE, SITE PLAN REVIEW USE, OR CONDITIONAL USE; IN WHICH CASE THERE SHALL BE A PARKING AGREEMENT WHICH MEETS THE REQUIREMENTS OF SUBSECTION F.1. BELOW.]

F. Parking usage reductions; [AND] alternative transportation incentives.

1. Purpose. Incentivize and improve access to walking, bicycling, ride-sharing, and public transit for residents, employees, and visitors of developments, in order to:
 - a. Save development costs through less parking;
 - b. Support efficient use of land and development;
 - c. Relieve traffic and parking congestion; and
 - d. Reduce parking conflicts between neighbors.
2. Applicability. This subsection is effective beginning January 1, 2024, and applies to multifamily developments with 20 or more dwelling units, and commercial and community service developments of 20,000 or more square feet of gross floor area. Affordable housing units and senior housing units are exempt.
3. Standard. Applicants shall select one choice from the alternative transportation incentives in Table 21.07-4, or propose an alternative under subsection 4.

Table 21.07-4: Alternative Transportation Amenities and Incentives

Parking Management	
<u>Unbundled Parking</u>	<u>Off-street parking for the use consists only of unbundled parking as defined in 21.15.040.</u>
<u>Parking Cash-out</u>	<u>The non-residential use implements a parking cash-out program as defined in 21.15.040 and informs all employees of the program.</u>
Pedestrian Amenities	
<u>Additional Bicycle Parking</u>	<u>The development provides twice the number of bicycle parking spaces required by subsection 21.07.090K.</u>
<u>Pedestrian Amenities</u>	<u>The development provides two of the following pedestrian amenities from subsection 21.07.060F. that are not otherwise required for the development: primary pedestrian walkway, transit stop or shelter, pedestrian-interactive use, enhanced sidewalk.</u>
Transportation Programs	
<u>Rideshare Program</u>	<u>The non-residential use participates in a rideshare program that is available to all employees at no cost and provides designated and signed rideshare parking spaces that meet the passenger loading space standards of 21.07.090I.2.</u>
<u>Car Share Program</u>	<u>The residential use sponsors memberships to a car share program as defined in 21.15.040 that is available to all households and provides designated and signed car share spaces.</u>
<u>Free Transit Pass</u>	<u>The employer or property owner sponsors public transit passes cost-free to all employees or residents.</u>

4. Other alternatives. Applicants may propose a different amenity or incentive to reduce parking utilization or modify any of the strategies in table 21.07-4, subject to approval by the traffic engineer and planning director.

5. Recorded agreement. The property owner shall enter into a recorded agreement with the municipality that guarantees the maintenance and continuation of the alternative transportation amenity or incentive. The Municipality shall provide the format (template) for the agreement and record the agreement at the district recorder's office as a covenant that runs with the land.

(Note to Code Revisor: Delete the remainder of section 21.07.090F. in its entirety, as follows:)

[THE TRAFFIC ENGINEER AND DIRECTOR MAY APPROVE REDUCTIONS AND ALTERNATIVES TO PROVIDING THE NUMBER OF OFF-STREET PARKING SPACES REQUIRED BY TABLE 21.07-4, AND/OR TO THE CIRCULATION AND DIMENSIONAL STANDARDS OF SUBSECTIONS H.8. AND H.9., IN ACCORDANCE WITH THE FOLLOWING STANDARDS.

1. A PARKING REDUCTION OR ALTERNATIVE SHALL REQUIRE A WRITTEN PARKING AGREEMENT BETWEEN THE PROPERTY OWNER(S) AND THE MUNICIPALITY EXCEPT WHERE EXPRESSLY STATED OTHERWISE.

A. RECORDATION. THE MUNICIPALITY SHALL RECORD THE PARKING AGREEMENT AT THE DISTRICT RECORDER'S OFFICE AS A COVENANT THAT RUNS WITH THE LAND AND IS BINDING ON THE OWNER AND ALL SUCCESSORS AND ASSIGNS FOR AS LONG AS THE REQUIRED NUMBER OF OFF-STREET PARKING SPACES IS NOT PROVIDED AS A RESULT OF THE PARKING REDUCTION OR ALTERNATIVE. ALL PARTIES INVOLVED IN THE PARKING REDUCTION OR ALTERNATIVE SHALL PARTICIPATE IN THE PARKING AGREEMENT. RECORDATION OF THE AGREEMENT SHALL TAKE PLACE BEFORE ISSUANCE OF AN ENTITLEMENT REQUIRING A PARKING REDUCTION OR ALTERNATIVE.

B. CONTENT. THE FORM AND CONTENT OF THE PARKING AGREEMENT SHALL BE APPROVED BY

THE DIRECTOR. IT SHALL GUARANTEE INSTALLATION AND MAINTENANCE OF ANY REQUIRED IMPROVEMENTS BY THE OWNER, AND/OR THE OWNER'S CONTINUED PARTICIPATION IN ANY PARKING MANAGEMENT STRATEGY REQUIRED FOR A PARKING REDUCTION. THE PARKING AGREEMENT SHALL ASSURE FUTURE IMPLEMENTATION OF A CONTINGENCY PLAN BY THE OWNER IF SO ORDERED BY THE TRAFFIC ENGINEER. THE CONTINGENCY PLAN MAY INCLUDE STRATEGIES SUCH AS PAYMENT TO THE MUNICIPALITY FOR THE FULL COST OF PROVIDING THE REQUIRED PARKING, TRANSPORTATION DEMAND MANAGEMENT PROGRAMS, OR OTHER PARKING MANAGEMENT STRATEGIES IDENTIFIED IN THE PARKING REDUCTIONS OR ALTERNATIVES OF THIS SECTION.

C. TERMINATION. IF FOR ANY REASON THE PARKING AGREEMENT TERMINATES, OWNERS AND ALL SUCCESSORS AND ASSIGNS WHO ARE PARTIES TO THE PARKING AGREEMENT SHALL COMPLY WITH ALL PROVISIONS OF THIS TITLE GOVERNING THE REQUIRED NUMBER OF OFF-STREET PARKING SPACES.

2. CALCULATION OF PARKING REDUCTIONS.

A. MULTIPLE REDUCTIONS. A DEVELOPMENT MAY BE ELIGIBLE FOR MULTIPLE REDUCTIONS FROM THE REQUIRED NUMBER OF PARKING SPACES. THE TOTAL IMPACT OF PARKING REDUCTIONS SHALL BE CALCULATED AS BEING MULTIPLICATIVE AND NOT ADDITIVE WHERE A DEVELOPMENT IS ELIGIBLE FOR MORE THAN ONE. FOR EXAMPLE, IF ONE REDUCTION IS 20 PERCENT, AND A SECOND REDUCTION IS AN ADDITIONAL 15 PERCENT, THEIR COMBINED REDUCTION SHALL BE CALCULATED AS 80 PERCENT TIMES 85 PERCENT EQUALS 68 PERCENT, FOR A 32 PERCENT AGE POINT TOTAL REDUCTION, RATHER THAN ADDING 20 PERCENT PLUS 15 PERCENT EQUALS 35 PERCENT. THIS IS BECAUSE THE 15 PERCENT REDUCTION APPLIES TO A BASE THAT IS ALREADY REDUCED 20 PERCENT.

B. MINIMUM REDUCTION CREDIT OF ONE SPACE. IF THE TOTAL APPROVED REDUCTION FROM THE REQUIRED NUMBER OF PARKING SPACES FOR A DEVELOPMENT IS CALCULATED TO BE A REDUCTION OF LESS THAN ONE PARKING SPACE, IT SHALL BE CREDITED AS A REDUCTION OF ONE PARKING SPACE.

3. QUALIFYING SITE DEVELOPMENT. USES SHALL PROVIDE THE FOLLOWING ENHANCEMENTS TO BE ELIGIBLE FOR ANY REDUCTIONS IN THE NUMBER OF REQUIRED PARKING SPACES, EXCEPT WHERE STATED OTHERWISE. THE QUALIFYING SITE CRITERIA SHALL NOT BE REQUIRED FOR THE FOLLOWING PARKING REDUCTIONS AND ALTERNATIVES IN THIS SUBSECTION 21.07.090F: DOWNTOWN ANCHORAGE PARKING EXEMPTION, LAND BANKING, STACKED AND TANDEM PARKING, OR SMALLER PARKING SPACES FOR LOW-TURNOVER USES. INDUSTRIAL USES, PUBLIC SAFETY FACILITIES, TRANSPORTATION FACILITIES, AND UTILITY FACILITIES ARE EXEMPT FROM THE QUALIFYING SITE DEVELOPMENT CRITERIA.

A. *STREET ORIENTED BUILDING.* FOR BUILDINGS CONSTRUCTED AFTER JANUARY 1, 2014, PRIMARY ENTRANCES AND/OR WINDOWS PROVIDING VISUAL ACCESS SHALL COMPRISE AT LEAST 15 PERCENT OF THE AREA OF ANY STREET FACING BUILDING ELEVATION. FOR NONRESIDENTIAL USES, WINDOWS PROVIDING VISUAL ACCESS AND/OR PRIMARY ENTRANCES SHALL COMPRISE AT LEAST 50 PERCENT OF THE LENGTH AND 25 PERCENT OF THE GROUND-FLOOR WALL AREA OF ANY STREET FACING BUILDING ELEVATION.

B. *WALKWAY TO THE STREET.* A WALKWAY MEETING THE REQUIREMENTS OF SECTION 21.07.060 SHALL CONNECT AT LEAST ONE PRIMARY ENTRANCE TO A STREET. THE DIRECTOR AND THE TRAFFIC ENGINEER MAY WAIVE THIS REQUIREMENT IN SITUATIONS WITH EXISTING STRUCTURES WHERE IT IS DEMONSTRATED THAT THE ADDITION OF A WALKWAY WILL CAUSE A REDUCTION IN PARKING AND/OR LANDSCAPING BELOW

REQUIRED LEVELS, OR WHERE THE WORK REQUIRED TO ADD A WALKWAY IS OUT OF PROPORTION WITH THE WORK BEING DONE TO EFFECT A CHANGE OF USE.

C. *PARKING FACILITY LOCATION.*

FOR BUILDINGS CONSTRUCTED AFTER JANUARY 1, 2014, PARKING FACILITIES INCLUDING DRIVEWAYS SHALL COMPRISE NO MORE THAN 50 PERCENT OF THE AREA BETWEEN THE STREET PROPERTY LINE AND THE STREET FACING BUILDING ELEVATION, AND GARAGE DOORS SHALL COMPRISE NO MORE THAN 50 PERCENT OF THE LENGTH OF THE STREET FACING BUILDING ELEVATION. THESE REQUIREMENTS APPLY TO NO MORE THAN TWO STREET FRONTAGES.

D. *PRIVATE OPEN SPACE.* FOR RESIDENTIAL DEVELOPMENTS THAT ARE REQUIRED TO PROVIDE PRIVATE OPEN SPACE, AN ADDITIONAL 40 SQUARE FEET OF PRIVATE OPEN SPACE THAT MEETS THE REQUIREMENTS OF SECTION 21.07.030 SHALL BE PROVIDED FOR EACH REDUCTION OF ONE PARKING SPACE IN DEVELOPMENTS BUILT AFTER JANUARY 1, 2014. THIS SHALL BE COMMON PRIVATE OPEN SPACE IN THE CASE OF MULTIFAMILY AND MIXED-USE DWELLINGS.

E. *CROSS-ACCESS TO ADJACENT PROPERTIES.* THE DIRECTOR AND THE TRAFFIC ENGINEER MAY DETERMINE THERE IS POTENTIAL FOR DRIVEWAY OR WALKWAY CROSS-ACCESS TO ABUTTING PROPERTIES AND MAY REQUIRE A CROSS-ACCESS FACILITY AND/OR EASEMENT WITHIN THE SUBJECT PROPERTY TO THE SITE BOUNDARY. VEHICULAR CROSS-ACCESS MAY ONLY BE REQUIRED IN COMMERCIAL DISTRICTS.

4. *DOWNTOWN.* USES LOCATED IN DT DISTRICTS ARE EXEMPT FROM PROVIDING OFF-STREET PARKING SPACES. HOWEVER, IF PARKING IS PROVIDED, ALL OTHER STANDARDS OF THIS SECTION SHALL APPLY IN THE DT DISTRICTS, EXCEPT WHERE SPECIFICALLY STATED OTHERWISE. PARKING AGREEMENTS AND

1 QUALIFYING SITE CRITERIA SHALL NOT BE REQUIRED
2 FOR THIS EXEMPTION.

3
4 5. *RESIDENCES IN WALKING DISTANCE TO DOWNTOWN.*
5 RESIDENTIAL HOUSEHOLD USES LOCATED NORTH OF
6 15TH AVENUE, WEST OF ORCA STREET, EAST OF L
7 STREET, AND SOUTH OF SHIP CREEK ARE ELIGIBLE
8 FOR A REDUCTION OF UP TO 25 PERCENT OF THE
9 MINIMUM NUMBER OF REQUIRED PARKING SPACES.

10
11 6. *DISTRICTS THAT PROMOTE A MIX OF USES.*

12
13 A. USES LOCATED IN THE R-3A AND R-4A DISTRICTS
14 ARE ELIGIBLE FOR A REDUCTION OF UP TO 10
15 PERCENT OF THE MINIMUM NUMBER OF
16 REQUIRED PARKING SPACES.

17
18 B. USES LOCATED IN THE B-1A DISTRICT ARE
19 ELIGIBLE FOR A REDUCTION OF UP TO 10
20 PERCENT OF THE MINIMUM NUMBER OF
21 REQUIRED PARKING SPACES, IF THE B-1A
22 DISTRICT ABUTS RESIDENTIAL DISTRICTS ON
23 THE MAJORITY OF ITS PERIMETER, AND HAS A
24 CONTIGUOUS AREA OF NO MORE THAN ONE
25 ACRE, EXCLUDING RIGHTS-OF-WAY. IN
26 ADDITION, CERTAIN DEVELOPMENTS IN THE B-1A
27 DISTRICT ARE ELIGIBLE FOR A SEPARATE
28 PARKING REDUCTION AS SPECIFIED IN THE
29 MIXED-USE DEVELOPMENT OR OVERLAY
30 DISTRICT STANDARDS OF CHAPTER 21.04. SUCH
31 REDUCTIONS SHALL BE REVIEWED AND
32 ADMINISTERED UNDER THIS SECTION
33 21.07.090F.

34
35 C. CERTAIN DEVELOPMENTS IN THE B-1B AND B-3
36 DISTRICTS ARE ELIGIBLE FOR A REDUCTION THE
37 MINIMUM NUMBER OF REQUIRED PARKING
38 SPACES, AS SPECIFIED IN THE MIXED-USE
39 DEVELOPMENT STANDARDS OR OVERLAY
40 DISTRICT STANDARDS OF CHAPTER 21.04. SUCH
41 REDUCTIONS SHALL BE REVIEWED AND
42 ADMINISTERED UNDER THIS SECTION
43 21.07.090F.

44
45 7. *RESIDENCES IN CENTER CITY NEIGHBORHOODS.*
46

- 1 A. RESIDENTIAL HOUSEHOLD USES LOCATED IN
2 CENTER CITY NEIGHBORHOODS ARE ELIGIBLE
3 FOR A REDUCTION OF UP TO 10 PERCENT OF
4 THE MINIMUM NUMBER OF REQUIRED PARKING
5 SPACES.
6
7 B. FOR THE PURPOSES OF THIS PROVISION, THE
8 CENTER CITY AREA IS BOUNDED TO THE NORTH
9 BY JOINT BASE ELMENDORF-RICHARDSON, TO
10 THE SOUTH BY TUDOR ROAD, TO THE EAST BY
11 INGRA STREET AND THE SEWARD HIGHWAY,
12 AND TO THE WEST BY MINNESOTA DRIVE. ANY
13 PART OF FAIRVIEW, SOUTH ADDITION,
14 GOVERNMENT HILL, OR MOUNTAIN VIEW
15 COMMUNITY COUNCIL IS ALSO IN THE ELIGIBLE
16 AREA.
17
18 C. THIS REDUCTION RECOGNIZES PROXIMITY TO
19 EMPLOYMENT CENTERS, CHARACTERISTICS
20 SUCH AS TRADITIONAL STREET GRIDS AND
21 DEVELOPMENT PATTERNS, HOUSEHOLD
22 CHARACTERISTICS, EMPHASIS ON WALKABLE
23 NORTHERN CITY ENVIRONMENTS, AND LOWER
24 PARKING DEMAND IN THESE AREAS.
25
26 8. *USES ADJACENT TO TRANSIT SERVICE.* A USE IS
27 ELIGIBLE FOR A REDUCTION OF UP TO FIVE PERCENT
28 OF THE MINIMUM NUMBER OF REQUIRED PARKING
29 SPACES IF IT IS LOCATED WITHIN 800 FEET OF THE
30 STREET RIGHT-OF-WAY CENTERLINE OF ANY
31 MUNICIPAL PUBLIC TRANSIT ROUTE, SUBJECT TO
32 APPROVAL BY THE TRAFFIC ENGINEER AND THE
33 DIRECTOR. THE PUBLIC TRANSPORTATION
34 DEPARTMENT MAY REQUIRE A PUBLIC USE EASEMENT
35 OR TRANSIT STOP AND/OR TRANSIT SHELTER
36 IMPROVEMENTS IF THE SUBJECT PROPERTY ABUTS
37 AN EXISTING OR PLANNED TRANSIT STOP. IF THE
38 PUBLIC TRANSPORTATION DEPARTMENT REQUIRES
39 SUCH AN EASEMENT OR IMPROVEMENTS, THEN THE
40 USE IS ELIGIBLE FOR AN ADDITIONAL REDUCTION OF
41 TWO PERCENT OR ONE MORE PARKING SPACE,
42 WHICHEVER IS GREATER.
43
44 9. *RIDESHARE PROGRAMS.* A NONRESIDENTIAL USE IS
45 ELIGIBLE TO SUBSTITUTE PARTICIPATION IN
46 MUNICIPAL CARPOOL OR VANPOOL RIDESHARE
47 PROGRAM UP TO A MAXIMUM OF FIVE PERCENT OF

1 THE MINIMUM NUMBER OF REQUIRED PARKING
2 SPACES. [THE LAND AREA THAT WOULD OTHERWISE
3 BE NEEDED IN ORDER TO PROVIDE THE REQUIRED
4 NUMBER OF PARKING SPACES SHALL BE SET ASIDE ON
5 THE SITE TO PROVIDE FOR THE FUTURE
6 CONSTRUCTION OF A PARKING LOT IN CONFORMANCE
7 WITH SUBSECTION 21.07.090F.12., LAND BANKING.
8

9 A. CARPOOL. EVERY DESIGNATED CARPOOL
10 SPACE MAY COUNT AS 1.8 SPACES TOWARD
11 MEETING THE MINIMUM NUMBER OF REQUIRED
12 PARKING SPACES. THE CARPOOL SPACES SHALL
13 BE THOSE CLOSEST TO THE PRIMARY
14 ENTRANCE OR ELEVATOR, BUT NOT CLOSER
15 THAN ACCESSIBLE SPACES OR THOSE SIGNED
16 FOR EXCLUSIVE CUSTOMER/VISITOR USE.
17 SIGNS SHALL BE POSTED INDICATING THESE
18 SPACES ARE RESERVED FOR CARPOOL USE.
19 THE TRAFFIC ENGINEER SHALL CONSULT WITH
20 THE PUBLIC TRANSPORTATION DEPARTMENT IN
21 PROVIDING CARPOOL SPACES AND THE
22 LOCATION OF CARPOOL PARKING.
23

24 B. VANPOOL. FOR EVERY VANPOOL PURCHASED
25 OR LEASED BY THE APPLICANT FOR EMPLOYEE
26 USE OPERATED THROUGH THE MUNICIPAL
27 RIDESHARE PROGRAM, THE NUMBER OF
28 REQUIRED PARKING SPACES SHALL BE
29 REDUCED BY UP TO SIX SPACES. THE TRAFFIC
30 ENGINEER MAY REQUIRE A SAFE AND
31 CONVENIENT DESIGNATED VANPOOL
32 PASSENGER LOADING ZONE.
33

34 10. TRANSIT PASS BENEFITS. A USE IN WHICH THE OWNER
35 OR EMPLOYER OFFERS TRANSIT PASSES COST-FREE
36 TO ALL EMPLOYEES OR RESIDENTS IS ELIGIBLE FOR A
37 PARKING REDUCTION OF UP TO 5 PERCENT OF THE
38 MINIMUM NUMBER OF REQUIRED PARKING SPACES.
39 THE USE SHALL BE LOCATED WITHIN 800 FEET OF THE
40 STREET RIGHT-OF-WAY CENTERLINE OF ANY
41 MUNICIPAL TRANSIT ROUTE. THE PUBLIC
42 TRANSPORTATION DEPARTMENT MAY REQUIRE A
43 PUBLIC USE EASEMENT OR TRANSIT STOP AND/OR
44 TRANSIT SHELTER IMPROVEMENTS IF THE SUBJECT
45 PROPERTY ABUTS AN EXISTING OR PLANNED TRANSIT
46 STOP. IF THE PUBLIC TRANSPORTATION DEPARTMENT
47 REQUIRES SUCH AN EASEMENT OR IMPROVEMENTS,

1 THEN THE USE IS ELIGIBLE FOR AN ADDITIONAL
2 REDUCTION OF TWO PERCENT OR ONE MORE
3 PARKING SPACE, WHICHEVER IS GREATER.
4

5 11. *PARKING CASH-OUTS.* A USE IS ELIGIBLE FOR A
6 REDUCTION OF UP TO 10 PERCENT OF THE MINIMUM
7 NUMBER OF REQUIRED PARKING SPACES IF IT
8 IMPLEMENTS A PARKING CASH-OUT PROGRAM BY
9 WHICH COMMUTERS ARE PROVIDED THE OPTION TO
10 CHOOSE BETWEEN FREE PARKING AND ITS
11 EQUIVALENT CASH VALUE FOR USING AN
12 ALTERNATIVE MODE OF TRAVEL.
13

14 12. *LAND BANKING.* SUBJECT TO APPROVAL BY THE
15 TRAFFIC ENGINEER AND THE DIRECTOR, THE LAND
16 AREA THAT WOULD OTHERWISE BE NEEDED IN ORDER
17 TO PROVIDE UP TO 25 PERCENT OF THE MINIMUM
18 NUMBER OF REQUIRED PARKING SPACES MAY BE SET
19 ASIDE ON THE SITE TO PROVIDE FOR THE FUTURE
20 CONSTRUCTION OF A PARKING FACILITY. THE
21 APPLICANT SHALL SUBMIT A PARKING DEMAND STUDY
22 PREPARED IN A FORM AND MANNER PRESCRIBED BY
23 THE TRAFFIC ENGINEER THAT INDICATES THE
24 REDUCED PARKING LOT WILL ACCOMMODATE
25 EXPECTED PARKING NEEDS, AND AN ALTERNATE SITE
26 PLAN TO BE APPROVED BY THE TRAFFIC ENGINEER
27 THAT ACCOMMODATES THE PARKING THAT WOULD BE
28 REQUIRED WITHOUT THE LAND BANKED PARKING
29 REDUCTION. THE AREA SET ASIDE SHALL BE
30 LANDSCAPED WITH SITE ENHANCEMENT
31 LANDSCAPING AND/OR PEDESTRIAN AMENITIES
32 APPROVED BY THE DIRECTOR. THE PARKING
33 AGREEMENT SHALL GUARANTEE THAT, IF THE
34 DIRECTOR AND THE TRAFFIC ENGINEER DETERMINE
35 AT SOME POINT IN THE FUTURE THAT ADDITIONAL
36 PARKING SPACES ARE NEEDED, THE OWNER SHALL
37 CONSTRUCT PARKING ON THE LAND BANKED AREA IN
38 CONFORMANCE WITH THE ALTERNATE SITE PLAN.
39

40 13. *AFFORDABLE HOUSING.* AFFORDABLE HOUSING UNITS
41 THAT ARE DEED-RESTRICTED FOR HOUSEHOLDS
42 HAVING AN INCOME AT THE TIME OF INITIAL
43 OCCUPANCY OF 30 PERCENT OR LESS OF MEDIAN
44 FAMILY INCOME ARE ELIGIBLE FOR A REDUCTION OF
45 UP TO 30 PERCENT OF THE MINIMUM NUMBER OF
46 REQUIRED PARKING SPACES. AFFORDABLE HOUSING
47 UNITS FOR LOW INCOME HOUSEHOLDS HAVING AN

1 INCOME AT THE TIME OF INITIAL OCCUPANCY OF 60
2 PERCENT OR LESS OF MEDIAN FAMILY INCOME ARE
3 ELIGIBLE FOR A REDUCTION OF UP TO 15 OF THE
4 MINIMUM NUMBER OF REQUIRED PARKING SPACES.
5 THE AFFORDABLE HOUSING UNITS SHALL BE
6 CONSISTENT WITH THE STANDARDS OF SUBSECTION
7 21.07.110H., STANDARDS FOR AFFORDABLE HOUSING.
8

9 14. *SENIOR HOUSING.* DWELLING UNITS THAT MEET THE
10 DEFINITION OF SENIOR HOUSING ARE ELIGIBLE FOR A
11 REDUCTION OF UP TO 15 PERCENT OF THE MINIMUM
12 NUMBER OF REQUIRED PARKING SPACES. DWELLING
13 UNITS THAT MEET THE DEFINITION OF SENIOR
14 HOUSING THAT IS INTENDED FOR, AND SOLELY
15 OCCUPIED BY, PERSONS 62 YEARS OF AGE OR OLDER
16 ARE ELIGIBLE FOR A REDUCTION OF UP TO 25
17 PERCENT OF THE MINIMUM NUMBER OF REQUIRED
18 PARKING SPACES.
19

20 15. *HOUSING DENSITY.* RESIDENTIAL HOUSEHOLD USES
21 ARE ELIGIBLE FOR A REDUCTION OF ONE PERCENT OF
22 THE MINIMUM NUMBER OF REQUIRED PARKING
23 SPACES FOR EVERY FOUR DWELLINGS PER ACRE
24 ABOVE A NET DENSITY OF 40 DWELLINGS PER ACRE
25 ON THE SITE, UP TO A MAXIMUM REDUCTION OF 20
26 PERCENT OF THE MINIMUM NUMBER OF REQUIRED
27 PARKING SPACES.
28

29 16. *SHARED PARKING.* SHARED USE OF REQUIRED
30 PARKING SPACES MAY OCCUR WHERE TWO OR MORE
31 USES ON THE SAME OR SEPARATE SITES ARE ABLE TO
32 SHARE THE SAME PARKING SPACES BECAUSE THEIR
33 PEAK PARKING DEMANDS OCCUR AT DIFFERENT
34 TIMES THE TRAFFIC ENGINEER AND DIRECTOR MAY
35 APPROVE SHARED PARKING FACILITIES FOR USES
36 WITH DIFFERENT PEAK BUSINESS PERIODS IF THE
37 SHARED PARKING COMPLIES WITH ALL OF THE
38 FOLLOWING STANDARDS:
39

40 A. *SHARED PARKING STUDY.* THE APPLICANT
41 SHALL SUBMIT A SHARED PARKING STUDY TO
42 THE DIRECTOR THAT DEMONSTRATES THE
43 FEASIBILITY OF SHARED PARKING. THE STUDY
44 SHALL BE PROVIDED IN A FORM ESTABLISHED
45 BY THE TRAFFIC ENGINEER AND SHALL BE MADE
46 AVAILABLE TO THE PUBLIC. THE STUDY SHALL
47 DEMONSTRATE THAT ANY PARKING REDUCTION

1 REQUESTED WILL NOT RESULT IN THE
2 SPILLOVER OF PARKING ONTO OTHER
3 PROPERTIES OR PUBLIC STREETS, BY, AT A
4 MINIMUM, ADDRESSING THE FOLLOWING: THE
5 SIZE AND TYPE OF THE PROPOSED
6 DEVELOPMENT AND THE COMPOSITION OF
7 USES, LOCATION OF REQUIRED PARKING, THE
8 COMPOSITION OF TENANTS, THE ANTICIPATED
9 RATE OF PARKING TURNOVER, AND THE
10 ANTICIPATED PEAK PARKING AND TRAFFIC
11 LOADS FOR ALL USES THAT WILL BE SHARING
12 OFF-STREET PARKING SPACES.

13
14 B. *CALCULATION OF PARKING SPACES REQUIRED.*
15 THE SHARED PARKING STUDY SHALL ONE OF
16 THE FOLLOWING PROCEDURES:

- 17
18 I. THE METHOD UNDER SUBSECTION 16.C.;
- 19
20 II. THE MOST CURRENT PUBLISHED
21 PROCEDURES OF THE URBAN LAND
22 INSTITUTE OR THE INSTITUTE OF
23 TRANSPORTATION ENGINEERS; OR
- 24
25 III. OTHER PROCEDURES BASED ON
26 INDUSTRY DATA OR OTHER SUFFICIENT
27 EVIDENCE AND ANALYSIS OF PEAK
28 PARKING DEMAND, AS SPECIFICALLY
29 APPROVED BY THE TRAFFIC ENGINEER.

30
31 C. *ALTERNATIVE CALCULATION METHOD.*

32
33 FOR EACH USE SHARING THE PARKING FACILITY,
34 CALCULATE THE NUMBER OF OFF-STREET
35 PARKING SPACES REQUIRED FOR THAT USE IN
36 TABLE 21.07-4. MULTIPLY THAT NUMBER ACROSS
37 THE ROW FOR ITS LAND USE IN TABLE 21.07-5,
38 SHARED PARKING CREDIT REQUIRED FOR THAT
39 USE DURING THE EIGHT TIME PERIODS. FOR
40 EACH TIME PERIOD, ADD THE RESULTING
41 PRODUCTS FOR EACH OF THE USES SHARING
42 THE PARKING. THE COLUMN TOTAL THAT
43 GENERATES THE HIGHEST NUMBER OF PARKING
44 SPACES THEN BECOMES THE SHARED PARKING
45 REQUIREMENT. THIS REPRESENTS THE TIME
46 PERIOD WITH THE HIGHEST TOTAL PARKING
47 DEMAND.]

1

[TABLE 21.07-][5]: SHARED PARKING CREDIT								
[LAND USES] ^[12]	[WEEKDAY TIME PERIODS]				[WEEKEND TIME PERIODS]			
	[7 am to 6 pm]	[6 PM TO 1 AM]	[1 AM TO 3 AM]	[3 AM TO 7 AM]	[7 AM TO 6 PM]	[6 PM TO 1 AM]	[1 AM TO 3 AM]	[3 AM TO 7 AM]
[RESIDENTIAL]	[65%]	[100%]	[100%]	[100%]	[75%]	[90%]	[10%]	[100%]
[RELIGIOUS ASSEMBLY]	[25%]	[50%]	[0%]	[0%]	[100%]	[50%]	[0%]	[0%]
[HEALTH SERVICES]	[100%]	[30%]	[5%]	[5%]	[100%]	[0%]	[0%]	[0%]
[ASSEMBLY]	[100%]	[50%]	[5%]	[5%]	[100%]	[50%]	[5%]	[5%]
[FITNESS CENTER]	[90%]	[100%]	[60] [%]	[60%]	[100%]	[100%]	[80] [%]	[80] [%]
[MOVIE THEATER]	[60%]	[100%]	[0%]	[0%]	[80%]	[100%]	[0%]	[0%]
[BAR OR NIGHTCLUB]	[40%]	[100%]	[90%]	[0%]	[50%]	[100%]	[90%]	[0%]
[RESTAURANT]	[80%]	[100%]	[50%]	[50%]	[85%]	[100%]	[25%]	[25%]
[RESTAURANT – DRIVE-THROUGH]	[100%]	[90%]	[15%]	[15%]	[100%]	[80%]	[15%]	[15%]
[OFFICE OR FINANCIAL]	[100%]	[10%]	[0%]	[5%]	[15%]	[0%]	[0%]	[0%]
[RETAIL SALES][/]	[100%]	[80%]	[0%]	[0%]	[100%]	[60%]	[0%]	[0%]
[VISITOR ACCOMMODATIONS]	[75%]	[100%]	[100%]	[100%]	[75%]	[100%]	[100%]	[100%]
[NOTES:] ^[12] [IF ONE OR MORE OF THE LAND USES PROPOSED TO MAKE USE OF SHARED PARKING FACILITIES DO NOT CONFORM TO THE LAND USE CLASSIFICATIONS IN THIS TABLE, AS DETERMINED BY THE DIRECTOR, THEN THE APPLICANT SHALL SUBMIT SUFFICIENT DATA TO INDICATE THE PERIODS OF PEAK PARKING DEMAND FOR THE USES. BASED ON THIS INFORMATION, THE TRAFFIC ENGINEER SHALL DETERMINE THE APPROPRIATE SHARED PARKING REQUIREMENT.]								

D. *DISTANCE TO PARKING SPACES.* SHARED PARKING SPACES FOR RESIDENTIAL UNITS SHALL BE LOCATED WITHIN 500 FEET OF THE DWELLING UNIT ENTRANCE THEY SERVE. SHARED SPACES FOR OTHER USES SHALL BE WITHIN 800 FEET OF A PRIMARY ENTRANCE OF THE USES SERVED. THE TRAFFIC ENGINEER AND THE DIRECTOR MAY APPROVE A PORTION OF SHARED PARKING SPACES AT A GREATER DISTANCE BASED ON FACTORS SUCH AS THE PEDESTRIAN ENVIRONMENT, AVAILABILITY OF ATTENDANT PARKING, WEATHER PROTECTION, AND THE TYPE OF USE SERVED.

E. *PEDESTRIAN CONNECTION.* CLEAR AND SAFE PEDESTRIAN WALKWAYS. SHALL CONNECT THE SHARED PARKING FACILITY AND THE PRIMARY ENTRANCES OF THE USES IT SERVES. THE TRAFFIC ENGINEER MAY REQUIRE PEDESTRIAN STREET CROSSING IMPROVEMENTS.

F. *SEPARATION BY STREETS.* SEPARATION OF A USE AND ITS SHARED PARKING FACILITY BY A

1 LOCAL STREET IS ALLOWED. SHARED PARKING
2 SPACES SHALL NOT BE SEPARATED FROM THE
3 SERVED USE BY A COLLECTOR OR GREATER
4 CLASSIFICATION STREET, UNLESS APPROVED
5 BY THE TRAFFIC ENGINEER WITH
6 CONSIDERATION OF THE EASE AND SAFETY OF
7 PEDESTRIAN ACCESS, OR AS SPECIFICALLY
8 ALLOWED BY A COMPREHENSIVE PLAN
9 ELEMENT SPECIFIC TO AN AREA OR DISTRICT.

10
11 G. *RESIDENTIAL NEIGHBORHOODS.* A
12 NONRESIDENTIAL USE SHALL NOT PARTICIPATE
13 IN A SHARED PARKING FACILITY THAT IS
14 LOCATED IN A RESIDENTIAL DISTRICT, IF THE
15 USE ITSELF IS NOT PERMITTED IN THE
16 RESIDENTIAL DISTRICT.

17
18 H. *INSTRUCTIONAL SIGNS.* THE SHARED PARKING
19 FACILITY SHALL PROVIDE INSTRUCTIONAL
20 SIGNS ON THE PREMISES INDICATING THE
21 AVAILABILITY OF THE FACILITY FOR PATRONS OF
22 THE USES IT SERVES.

23
24 I. *SHARED PARKING PLAN.* A SHARED PARKING
25 PLAN SHALL BE SUBMITTED FOR REVIEW AND
26 APPROVAL BY THE TRAFFIC ENGINEER AND THE
27 DIRECTOR. THE SHARED PARKING PLAN MAY BE
28 COMBINED WITH OTHER PARKING PLANS
29 REQUIRED BY THIS TITLE.

30
31 J. *CHANGES IN USE OR SHARED PARKING*
32 *FACILITY.* ANY SUBSEQUENT CHANGE TO THE
33 SHARED PARKING FACILITY OR IN USE TYPE
34 SHALL REQUIRE A REVIEW BY THE DEPARTMENT
35 AND THE TRAFFIC ENGINEER FOR COMPLIANCE
36 WITH THIS SECTION, INCLUDING PROOF THAT
37 SUFFICIENT PARKING WILL BE AVAILABLE. ANY
38 CHANGE SHALL BE APPROVED PRIOR TO BEING
39 IMPLEMENTED.

40
41 K. *EXPIRATION.* NOTWITHSTANDING F.1.A. ABOVE,
42 A SHARED PARKING AGREEMENT MAY BE
43 RECORDED FOR A TIME CERTAIN PERIOD, NOT
44 TO BE LESS THAN TEN YEARS. AT THE END OF
45 THE LIFE OF THE AGREEMENT, PROPERTY
46 OWNERS WHO ARE PARTIES TO THE
47 AGREEMENT SHALL COMPLY WITH ALL

PROVISIONS OF THIS CODE GOVERNING THE
REQUIRED NUMBER OF OFF-STREET PARKING
SPACES.

17. *OFF-SITE PARKING.* THE TRAFFIC ENGINEER AND THE
DIRECTOR MAY APPROVE THE LOCATION OF
REQUIRED PARKING SPACES ON A SEPARATE LOT
FROM THE PRINCIPAL USE IF THE OFF-SITE PARKING
COMPLIES WITH ALL OF THE FOLLOWING STANDARDS:

A. *ACCESSIBLE PARKING SPACES.* REQUIRED
ACCESSIBLE PARKING SPACES SHALL NOT BE
LOCATED OFF-SITE.

B. *LOCATION.* THE MAXIMUM DISTANCE BETWEEN
OFF-SITE PARKING SPACES AND THE USE(S)
SERVED SHALL BE THE SAME AS PROVIDED IN
SUBSECTION 21.07.090F.16.D. FOR SHARING
PARKING SPACES (MEASURED ALONG THE
SHORTEST LEGAL PEDESTRIAN ROUTE).
SEPARATION OF A USE AND ITS OFF-SITE
PARKING SPACES BY A STREET SHALL BE
SUBJECT TO SUBSECTION 21.07.090F.16.F.

C. *PEDESTRIAN CONNECTION.* CLEAR AND SAFE
PEDESTRIAN WALKWAYS SHALL CONNECT THE
OFF-SITE PARKING FACILITY AND THE PRIMARY
ENTRANCE(S) OF THE USES SERVED. THE
TRAFFIC ENGINEER MAY REQUIRE SIDEWALK OR
PEDESTRIAN CROSSING IMPROVEMENTS TO
ENHANCE PEDESTRIAN SAFETY OR MOBILITY TO
AND FROM THE OFF-SITE PARKING.

D. *INSTRUCTIONAL SIGNS.* INSTRUCTIONAL SIGNS
SHALL BE POSTED ON THE PRINCIPAL SITE
PROVIDING NOTICE OF THE AVAILABILITY AND
LOCATION OF ADDITIONAL PARKING. THE OFF-
SITE PARKING FACILITY SHALL PROVIDE
INSTRUCTIONAL SIGNS INDICATING THE
AVAILABILITY OF THE FACILITY FOR PATRONS OF
THE USES IT SERVES.

E. *RESIDENTIAL NEIGHBORHOODS.* A
NONRESIDENTIAL USE SHALL NOT PARTICIPATE
IN AN OFF-SITE PARKING FACILITY THAT IS
LOCATED IN A RESIDENTIAL DISTRICT, IF THE

USE ITSELF IS NOT PERMITTED IN THE
RESIDENTIAL DISTRICT.

18. *DISTRICT PARKING.* THE TRAFFIC ENGINEER MAY
REDUCE THE MINIMUM NUMBER OF REQUIRED OFF-
STREET PARKING SPACES FOR USES WITHIN THE
BOUNDARIES OF A MUNICIPALLY RECOGNIZED PUBLIC
PARKING DISTRICT THAT PROVIDES OFF-SITE PARKING
FACILITIES TO SERVE AN AREA. TO DETERMINE
ELIGIBILITY FOR THIS REDUCTION OR THE SIZE OF THE
REDUCTION TO BE ALLOWED, THE TRAFFIC ENGINEER
SHALL CONSIDER FACTORS SUCH AS:

- A. PEAK HOURS OF USE AND TURNOVER RATE;
- B. THE ABILITY OF THE USE TO MEET THE PARKING
REQUIREMENT THROUGH OTHER MEANS;
- C. THE AVAILABILITY OF SPACES IN THE NEARBY
DISTRICT PARKING FACILITY;
- D. THE RELATIVE DISTANCE TO THE USE FROM THE
DISTRICT PARKING FACILITY; AND
- E. MEASURES PROVIDED BY THE APPLICANT TO
ENSURE EMPLOYEE AND PATRON USE OF THE
DISTRICT PARKING FACILITY, AND EASE AND
SAFETY OF PEDESTRIAN ACCESS.

19. *ON-STREET PARKING.* IF APPROVED BY THE TRAFFIC
ENGINEER, ON-STREET PARKING SPACES IN THE
STREET OR RIGHT-OF-WAY ABUTTING THE FRONTAGE
OF THE SITE MAY BE COUNTED TOWARD THE MINIMUM
REQUIRED NUMBER OF OFF-STREET PARKING
SPACES, INCLUDING GUEST PARKING SPACES. IN
ADDITION, AS DETERMINED BY THE TRAFFIC
ENGINEER, A PORTION OF THE REMAINING ON-STREET
PARKING SPACES LOCATED WITHIN THE MAXIMUM
DISTANCE PROVIDED IN SUBSECTION 21.07.090F.16.D.
FOR SHARED PARKING SPACES MAY BE COUNTED
TOWARD THE MINIMUM REQUIRED OFF-STREET
PARKING SPACES, IN AN AMOUNT CONSISTENT WITH A
FAIR APPORTIONMENT OF ON-STREET PARKING
SPACES AMONG THE PROPERTIES ON THE STREET.
UPON APPROVAL, EACH ON-STREET SPACE MAY BE
SUBSTITUTED FOR ONE REQUIRED OFF-STREET
SPACE. THE PROVISIONS APPLY ONLY TO STREET

FRONTAGES WHERE ON-STREET PARKING IS ALLOWED. DETERMINATION OF THE LOCATION AND DIMENSIONS OF ON-STREET PARKING SPACES TO BE COUNTED TOWARD THE PARKING REQUIREMENT SHALL BE THE AUTHORITY OF THE TRAFFIC ENGINEER BASED ON A REVIEW OF THE SITUATION. THE STREET CURB NEXT TO ON-STREET PARKING SPACES SHALL BE A VERTICAL CURB (NOT A ROLLED CURB), AND A SIDEWALK SHALL EXTEND THE FULL LENGTH OF THE SUBJECT PROPERTY.

20. *STACKED AND TANDEM PARKING.*

A. *NONRESIDENTIAL USES.* STACKED AND TANDEM PARKING SPACES FOR NONRESIDENTIAL USES ARE ALLOWED TO COUNT TOWARD THE MINIMUM NUMBER OF REQUIRED SPACES IF THE OWNER ENSURES THROUGH THE PARKING AGREEMENT THAT ATTENDANT PARKING IS PROVIDED FOR SUCH SPACES. AN ACCESSIBLE PASSENGER LOADING ZONE SHALL BE PROVIDED WITH ATTENDANT PARKING SERVICES AT OR NEAR A PRIMARY ENTRANCE. AVAILABILITY OF THIS SERVICE SHALL BE CONSPICUOUSLY POSTED INSIDE AND OUTSIDE THE PRIMARY ENTRANCE. THE TRAFFIC ENGINEER MAY WAIVE THE PARKING ATTENDANT REQUIREMENT FOR AUTOMATED PARKING STRUCTURES.

B. *RESIDENTIAL USES.* TWO REQUIRED PARKING SPACES FOR ANY RESIDENTIAL DWELLING MAY BE ARRANGED IN TANDEM OR STACKED ONE ABOVE THE OTHER USING A CAR STACKER, SO LONG AS PARKING REQUIRED FOR THE DWELLING UNIT IS ARRANGED INDEPENDENTLY FROM PARKING SERVING ANY OTHER DWELLING UNIT, WITH UNOBSTRUCTED VEHICLE ACCESS FOR AT LEAST ONE OF THE SPACES REQUIRED FOR EACH DWELLING UNIT, AND THE OWNER ASSIGNS THE TWO SPACES TOWARD THE SAME DWELLING AND ENFORCES THEIR ASSIGNED USE.

21. *SMALLER PARKING SPACES FOR PARKING STRUCTURES AND LOW-TURNOVER USES.* IF APPROVED BY THE TRAFFIC ENGINEER, UP TO 20

PERCENT OF THE TOTAL NUMBER OF REQUIRED PARKING SPACES LOCATED IN A PARKING STRUCTURE AND/OR DESIGNATED FOR EMPLOYEE OR RESIDENT PARKING ONLY MAY BE EIGHT FEET SIX INCHES WIDE, SUBJECT TO THE REQUIREMENTS OF TABLE 21.07-7, PARKING SPACE AND AISLE DIMENSIONS. SUCH SPACES SHALL BE SIGNED FOR EMPLOYEE OR RESIDENT PARKING ONLY.

22. *BICYCLE PARKING.* A USE IS ELIGIBLE TO PERMANENTLY OR SEASONALLY SUBSTITUTE BICYCLE PARKING SPACES REQUIRED AUTOMOBILE PARKING SPACES. EACH AUTOMOBILE PARKING SPACE SHALL BE REPLACED BY A MINIMUM OF SIX BICYCLE PARKING SPACES NOT REQUIRED BY THIS TITLE. BICYCLE PARKING SPACES SHALL COMPLY WITH THE STANDARDS OF SUBSECTION 21.07.060F.15. AND BE SEPARATED FROM MOTOR VEHICLE AREAS BY BOLLARDS OR OTHER PHYSICAL BUFFER APPROVED BY THE TRAFFIC ENGINEER.

23. *OTHER ELIGIBLE REDUCTIONS OR ALTERNATIVES.* THE TRAFFIC ENGINEER AND THE DIRECTOR MAY APPROVE ANY PARKING REDUCTION OR OTHER ALTERNATIVE IN ADDITION TO THE CHOICES ABOVE, OR THAT INCREASES THE PERCENTAGE REDUCTION IN ANY OF THE CHOICES ABOVE, IF THE APPLICANT DEMONSTRATES TO THE SATISFACTION OF THE TRAFFIC ENGINEER AND THE DIRECTOR THAT THE PROPOSED PARKING MANAGEMENT STRATEGY WILL PROTECT SURROUNDING NEIGHBORHOODS, AND MAINTAIN TRAFFIC CIRCULATION PATTERNS AT LEAST THE SAME EXTENT AS WOULD STRICT COMPLIANCE WITH OTHERWISE APPLICABLE OFF-STREET PARKING STANDARDS. ADDITIONAL PARKING MANAGEMENT STRATEGIES MAY INCLUDE, FOR EXAMPLE, TRANSPORTATION DEMAND PROGRAMS, CAR SHARING, UNBUNDLED PARKING, OR A COMBINATION OF STRATEGIES. THE APPLICANT SHALL PROVIDE A PARKING DEMAND STUDY PREPARED IN A FORM AND MANNER PRESCRIBED BY THE TRAFFIC ENGINEER THAT DEMONSTRATES A REDUCTION IS APPROPRIATE BASED ON THE EXPECTED PARKING NEEDS OF THE DEVELOPMENT, AVAILABILITY OF TRANSIT, AND SIMILAR FACTORS. IT SHALL BE DETERMINED THAT:

A. THE USE WILL BE ADEQUATELY SERVED BY THE PROPOSED PARKING DUE TO PROJECT LOCATION, TRANSPORTATION CHARACTERISTICS OF THE PERSONS RESIDING, WORKING, OR VISITING THE SITE, OR BECAUSE THE APPLICANT HAS UNDERTAKEN A PROGRAM OR STRATEGY THAT WILL REDUCE PARKING DEMAND AT THE SITE; AND

B. PARKING DEMAND GENERATED BY THE PROJECT WILL NOT EXCEED THE CAPACITY OF OR HAVE A DETRIMENTAL IMPACT ON THE SUPPLY OF ON-STREET PARKING IN THE SURROUNDING AREA.]

*** **

(Note to code revisor: Re-number existing table 21.07-6 in subsection 21.07.090G. to become table 21.07-5.)

H. *Parking and loading facility design standards.*

*** **

9. Dimensions of Parking Spaces and Aisles. The parking space and aisle dimensional standards of this subsection 21.07.090H.9. shall apply to all parking except as stated otherwise in subsections 21.07.090I., passenger loading zones and 21.07.090J., accessible parking spaces. Parking dimensions and layout shall be as provided in subsection a., including Table 21.07-6 and the figures that follow the table, with the additions and exceptions provided in subsections b. through m. [THE MINIMUM DIMENSIONS FOR PARKING SPACES AND PARKING AISLES SHALL BE AS PROVIDED IN TABLE 21.07-7, AND CALCULATED AS DEPICTED IN THE FIGURES THAT FOLLOW THE TABLE. THE MINIMUM PARKING SPACE. WIDTH SHALL BE 9'0" EXCEPT AS PROVIDED ELSEWHERE IN THIS SECTION. THE PARKING CONFIGURATION STATED IN THE FOLLOWING TABLES AND FIGURES SHALL APPLY TO ALL OFF-STREET PARKING, EXCEPT AS STATED ELSEWHERE IN THIS SECTION.]

a. Minimum Dimensions for Required Parking. Parking shall meet or exceed the STANDARD parking space and aisle dimensions set forth in table 21.07-6, except as follows:

i. Parking facilities in the Downtown (DT) zoning districts, and in the Traditional Neighborhood Design areas designated on Map 2-1:

Anchorage 2040 Land Use Plan Map in the Anchorage 2040 Land Use Plan, may meet the SMALL parking space and aisle dimensions in table 21.07-6. Up to 30 percent of parking in the Downtown (DT) zoning districts may meet the COMPACT parking dimensions, if signed for compact vehicles only.

ii. In all other areas of the municipality, up to 50 percent of employee-only parking, structured parking facilities, or parking for uses with a low parking turnover rate may meet the SMALL parking space and aisle dimensions in table 21.07-6. Uses with a low parking turnover rate are multifamily and mixed-use household living uses, office uses, and educational facility uses other than instructional services. Parking shared between low-turnover and non-low-turnover uses shall meet STANDARD dimensions.

iii. Any use that involves the preservation of a landmark listed in the Anchorage local landmarks register may also meet the SMALL parking space and aisle dimensions in Table 21.07-6.

TABLE 21.07-6:[7] PARKING ANGLE, STALL, AND AISLE DIMENSIONS

Parking Angle (Degrees)	Parking Space Size	Space Width	Curb Length (Width Projection)	Space Depth (Vehicle Projection)	Aisle Width 1-way	Aisle Width 2-way	Typical Parking Bay Width (Module)	Interlock Reduction	Overhang Allowance
90	STANDARD	9' 0"	9' 0"	20' 0" ¹	23' 0"	24'	64' 0"	0' 0"	2' 0"
	SMALL	8' 6"	8' 6"	18' 0"	23' 6"	24'	60' 0"	0' 0"	
	COMPACT	8' 0"	8' 0"	16' 0"	23' 6"	24'	56' 0"	0' 0"	
75	STANDARD	9' 0"	9' 4"	21' 8" ¹	19' 0"	24'	67' 4"	1' 2"	1' 11"
	SMALL	8' 6"	8' 10"	19' 7"	19' 6"	24'	63' 2"	1' 11"	
	COMPACT	8' 0"	8' 3"	19' 5"	19' 6"	24'	62' 11"	0' 6"	
60	STANDARD	9' 0"	10' 5"	21' 10" ¹	18' 0"	24'	67' 8"	2' 3"	1' 8"
	SMALL	8' 6"	9' 10"	19' 10"	18' 6"	24'	63' 8"	2' 2"	
	COMPACT	8' 0"	9' 3"	17' 10"	18' 6"	24'	59' 9"	1' 0"	
***	***	*** (table continued...)							

TABLE 21.07-6: [7] PARKING ANGLE, STALL, AND AISLE DIMENSIONS

Parking Angle (Degree(s))	Parking Space Type	Space Width	Curb Length (Width Projection)	Space Depth (Vehicle Projection)	Aisle Width 1-way	Aisle Width 2-way	Typical Parking Bay Width (Module)	Interlock Reduction	Overhang Allowance
***	***	***	(table continued from previous page)						
45	STANDARD	9' 0"	12' 9"	20' 6" ¹	12' 0"	24'	65' 0"	3' 2"	1' 5"
	SMALL	8' 6"	12' 0"	18' 9"	12' 6"	24'	61' 6"	3' 0"	
	COMPACT	8' 0"	11' 4"	16' 12"	12' 6"	24'	57' 11"	1' 5"	
0 (parallel)	STANDARD	9' 0"	23' 0"	9' 0"	12' 0"	24'	42' 0"	0' 0"	0' 0"
	SMALL	8' 6"	23' 0"	8' 6"	12' 6"	24'	41' 0"	0' 0"	
	COMPACT	8' 0"	23' 0"	8' 0"	12' 6"	24'	40' 0"	0' 0"	
		9' 0"	23' 0"	9' 0"	12' 0"	24'	42' 0"	0' 0"	
		9' 6"	23' 0"	9' 6"	12' 0"	24'	43' 0"	0' 0"	
		10' 0"	23' 0"	10' 0"	12' 0"	24'	44' 0"	0' 0"	
[45]		8' 6"	12' 0"	18' 9"	12' 6"	24'	61' 6"	3' 0"	[1' 5"]
		9' 0"	12' 9"	20' 6"	12' 0"	24'	65' 0"	3' 2"	
		9' 6"	13' 5"	20' 10"	12' 0"	24'	65' 9"	3' 4"	
		10' 0"	14' 2"	21' 3"	12' 0"	24'	66' 5"	3' 6"	
[60]		8' 6"	9' 10"	19' 10"	18' 6"	24'	63' 8"	2' 2"	[1' 8"]
		9' 0"	10' 5"	21' 10"	18' 0"	24'	67' 8"	2' 3"	
		9' 6"	10' 12"	22' 1"	18' 0"	24'	68' 2"	2' 5"	
		10' 0"	11' 7"	22' 4"	18' 0"	24'	68' 8"	2' 6"	
[75]		8' 6"	8' 10"	19' 7"	19' 6"	24'	63' 2"	1' 1"	[1' 11"]
		9' 0"	9' 4"	21' 8"	19' 0"	24'	67' 4"	1' 2"	
		9' 6"	9' 10"	21' 9"	18' 6"	24'	67' 7"	1' 3"	
		10' 0"	10' 4"	21' 11"	18' 0"	24'	67' 10"	1' 5"	
[90]		8' 6"	8' 6"	18' 0"	23' 6"	24'	60' 0"	0' 0"	[2' 0"]
		9' 0"	9' 0"	20' 0"	23' 0"	24'	64' 0"	0' 0"	
		9' 6"	9' 6"	20' 0"	22' 0"	24'	64' 0"	0' 0"	
		10' 0"	10' 0"	20' 0"	22' 0"	24'	64' 0"	0' 0"	

¹ Developments in the areas designated in the Traditional Neighborhood Design areas designated on Map 2-1: Anchorage 2040 Land Use Plan Map in the Anchorage 2040 Land Use Plan, may use the following alternative STANDARD parking space depth (Vehicle Projection): 19' 0" for 90-degree parking angle; 20' 8" for 75-degree parking angle; 20' 11" for 60-degree parking angle, and 19' 6" for 45-degree parking angle. Parking bay width may decrease as a result.

(Note to code revisor: Re-number existing subsections a., b., c., d., and e. to b., c., d., e., and f.)

g.[F.] **Structural Columns.** A structural column may encroach into the width of a parking space by up to one foot, provided the remaining parking space width is no less than eight feet. Such[IF THE] column shall be[IS]

located within four feet of either end of the parking space depth. Such column shall not be located within one foot of the drive aisle.

h.[G.] Minimum Vertical Clearance

*** *** ***

[H. **SMALLER PARKING SPACES FOR LOW TURNOVER USES.** REDUCED PARKING SPACE DIMENSIONS MAY BE APPROVED BY THE TRAFFIC ENGINEER PURSUANT TO SUBSECTION F.21. ABOVE.]

i. ***Recreational Vehicle Spaces.*** Parking spaces for recreational vehicles, if provided and delineated, shall be a minimum of 10 feet wide by 40 feet long.

j. ***Stacked [, AUTOMATED,] or Tandem Spaces with Attendant Parking.*** The traffic engineer may approve reduced parking space dimensions for stacked parking spaces[,] and/or tandem spaces in an attendant (valet) parking facility. An accessible passenger loading zone shall be provided with attendant (valet) parking services at or near a primary entrance. Notice of availability of valet service shall be conspicuously posted inside and outside the primary entrance. The business owner shall enter into a parking agreement with the municipality guaranteeing continuation of the valet service.

k. ***Stacked or Tandem Spaces for a Residential Dwelling.*** Two parking spaces for any residential dwelling may be arranged in tandem with a combined space depth (vehicle projection length) of 38 feet, or stacked one above the other using a car stacker, subject to the following:

i. The parking for the dwelling unit is arranged independently from parking serving any other dwelling unit; and

ii. The owner assigns the two spaces to the same dwelling.

l. ***Automated Parking Structures.*** Automated parking structures are exempt from the parking space and aisle dimensions and vertical clearance requirements of this

section 21.07.090H.9. They are instead subject to section 21.07.090M.10.

m. *Administrative Adjustments.* The traffic engineer may approve a lesser parking dimension than set forth in this subsection 21.07.090H.9., due to site topography, existing structures, lot configuration, or preservation of trees and vegetation, subject to a recorded parking agreement.

*** **

I. *Passenger Loading Zones.* All institutional, entertainment, and commercial uses such as schools/daycare, stadiums, and theaters that have high-volume peak traffic volumes shall provide an area for drop-offs and pick-ups that meets the following requirements:

1. *Passenger Loading Zone.* [IN ADDITION TO THE REQUIRED MINIMUM NUMBER OF PARKING SPACES ESTABLISHED IN SUBSECTION 21.07.090E., T] The traffic engineer may require one or more passenger loading zone spaces, depending on the type, intensity, and traffic patterns of the proposed use. The passenger loading zone for large commercial establishments or other intensive uses may be required by the traffic engineer to include one or more spaces dedicated to taxi cabs, ride hailing services, and/or other specialized high occupancy vehicles.

2. *Passenger Loading Zone Dimensions.* Any passenger loading zone that is provided for a development shall consist of one or more passenger drop-off/pick-up spaces parallel to the driveway or circulation aisle adjacent to the building. Each space shall be a minimum of 20 feet in length and eight or more feet in width, with an access aisle at least five feet wide abutting the full length of the space. As an alternative, subject to approval of the traffic engineer, a passenger loading zone may consist of one or more parking spaces that meets the accessible parking space dimensional standards of subsection 21.07.090J.8[7]. However, designated passenger loading zone spaces shall not count towards any[THE] accessible parking space requirement.

3. *Plan.* The parking facility layout, circulation, and design plan shall show the location and design of proposed passenger loading zones. For certain intensive uses, the traffic engineer may require the plan to include a traffic control plan addressing projected usage, hours of operation, peak loading/unloading time, plans for directing traffic, safety

measures, and other information deemed necessary by the traffic engineer to designing a safe and well-functioning drop-off area.

4. *Accessible Route.* An accessible pedestrian route to the building or facility entrance shall be provided pursuant to subsection 21.07.090J.10[9]., *Accessible Routes*.

5. *Schools.* Passenger loading zones shall be required for schools (public or private). Length, location, and design of the passenger loading zones shall be approved by the traffic engineer.

J. *Accessible Parking Spaces*

1. *Required Number of Accessible Parking Spaces.* A portion of the total number of parking spaces provided in each parking facility for commercial, industrial, community, multifamily, and mixed-use residential uses shall be accessible parking spaces. These requirements are intended to reflect current national data on prevalence of mobility disabilities. However, buildings in multifamily or mixed-use developments that are single-family, two-family, or townhouse style structures are not subject to the accessible parking space requirement. The number of accessible parking spaces shall be determined based on the total number of parking spaces provided, in accordance with table 21.07-7[8], *Accessible Parking Spaces*, except where otherwise stated in this section.

TABLE 21.07-7[8]: ACCESSIBLE PARKING SPACES

Total Parking Spaces Provided	Total Accessible Spaces Required	Number of Accessible Spaces that shall be Van-Accessible
<u>1</u> to <u>10</u>	<u>1</u>	<u>1</u>
<u>11</u> to 25	<u>2</u> [1]	<u>2</u> [1]
26 to 50	<u>4</u> [2]	<u>2</u> [1]
51 to 75	<u>6</u> [3]	<u>2</u> [1]
76 to 100	<u>8</u> [4]	<u>2</u> [1]
101 to 150	<u>11</u> [5]	<u>2</u> [1]

151 to 200	14[6]	2[1]
201 to 300	14[7]	2
301 to 400	14[8]	2
401 to 500	14[9]	2
501 to 1000	3[2] percent of total	1 for every 6 accessible spaces
1001 and over	20 plus 2[1] for each 100 over 1000	1 for every 6 accessible spaces

*** *** ***

7. Use of Required Accessible Parking. Required accessible parking facilities shall be used only for the parking of passenger automobiles of the residents, occupants, customers, visitors, or employees of the use. Accessible parking spaces and aisles shall be kept clear of obstructions, parking of equipment, and storage of goods or vehicles.

*** *** ***

(Note to code revisor: Re-number remaining subsections of 21.07.090J. Re-number all references to Table 21.07-8 to 21.07-7.)

K. Bicycle Parking[SPACES].

1. Applicability. This subsection is effective beginning January 1, 2024, and applies to the uses in Table 21.07-8. Uses listed in subsection 21.07.090K.3. are exempt.

2. Bicycle Parking Required. [ALL NONRESIDENTIAL, MULTIFAMILY, AND MIXED-USE DWELLING DEVELOPMENTS WITH MORE THAN 40 PARKING SPACES REQUIRED IN TABLE 21.07-4 SHALL PROVIDE AT LEAST FOUR BICYCLE PARKING SPACES, OR A NUMBER OF BICYCLE PARKING SPACES EQUAL TO THREE PERCENT OF THE NUMBER OF REQUIRED AUTOMOBILE PARKING SPACES, WHICHEVER IS GREATER.]

Table 21.07-8 establishes the minimum number of bicycle parking spaces required per principal use, and the percentage of these spaces required to be developed as long-term (employee, resident) bicycle parking, versus short-term (visitor) spaces. The requirements are intended to follow the recommendations in the *Anchorage Non-Motorized Plan*. The required minimum number of spaces is calculated as follows:

- a. A minimum of two bicycle parking spaces shall be provided for each use in Table 21.07-8. For commercial and community uses, group living uses with 10 or more beds, and household living uses with 10 or more dwellings, the two spaces shall be located outdoors and publicly accessible for customers and short-term visitors.

TABLE 21.07-8: Bicycle Parking Spaces Required

<u>Use Category/Type</u>	<u>Minimum Number of Bicycle Spaces¹</u> (“sf” = square feet; “gfa” = gross floor area)	<u>Minimum Percentage for Long-Term Spaces</u> (for required bicycle parking in excess of 2 spaces) ²
<u>Multifamily and mixed-use dwellings</u>	<u>1 space per two dwellings</u>	<u>90 percent</u>
<u>Group living uses, Roominghouses, Homeless and transient shelters</u>	<u>1 space per 5 beds</u>	<u>90 percent</u>
<u>Government administration & civic facility, Offices, Hospitals/Healthcare facilities</u>	<u>1 space per 5,000 sf gfa</u>	<u>75 percent</u>
<u>Cultural Facilities, Entertainment & Recreation Facilities</u>	<u>1 space per 10,000 sf gfa</u>	<u>10 percent</u>
<u>Schools, Colleges</u>	<u>4 spaces per classroom</u>	<u>25 percent</u>
<u>Restaurants, Bars</u>	<u>1 space per 3,000 sf gfa</u>	<u>10 percent</u>
<u>Retail Sales, Personal Service, Repair & Rental</u>	<u>1 space per 5,000 sf gfa</u>	<u>10 percent</u>
<u>Visitor Accommodations</u>	<u>1 space per 23,000 sf gfa</u>	<u>75 percent</u>
<u>Industrial uses</u>	<u>1 space per 25,000 sf gfa</u>	<u>75 percent</u>
<u>Uses not included above, except as provided in subsection K.3. below</u>	<u>Minimum of 2 spaces</u>	<u>Not required</u>

¹ A minimum of 2 spaces are required for each use. After the first 40 bicycle parking spaces, no additional bicycle parking is required for any individual non-residential use.

² The first 2 required spaces are not used in calculating the percentage of required long term spaces. The number of required long-term bicycle parking spaces is calculated as a percentage of the overall number of required spaces beyond the first two required spaces.

3. Exemptions. The bicycle parking [THIS] requirements in subsection 1. shall not apply to:

- a. Household living dwelling units with their own individual garages [BUILDINGS IN MULTIFAMILY OR MIXED-USE DEVELOPMENTS THAT ARE SINGLE-FAMILY, TWO-FAMILY, OR TOWNHOUSE STYLE STRUCTURES].
- b. Airstrips.

c. Utility Substations, Telecommunication facilities, and WECS.

e. Natural resource extraction.

f. Impound yards and storage yards.

g. Any other non-residential use which has no regular employees or people on premises.

4. *Administrative Adjustments.* The director and traffic engineer may approve administrative relief or adjustments to the bicycle parking requirement or bicycle facility development standards, provided the applicant demonstrates the adjustment is necessary to compensate for a practical difficulty of the site. The department shall keep record of the approved adjustment with written findings supporting the adjustment on file and available for public inspection.

5. *Co-Located Bicycle Parking.* Bicycle parking spaces may be co-located for different uses on the same property if bicycle facility development standards are met. The total required bicycle parking spaces shall be the sum of the required parking for the individual uses.

6. *Bicycle Parking Facility Development Standards.* These requirements shall apply to all required bicycle parking spaces, except as specifically provided otherwise. Only long-term parking spaces required by table 21.07-8 (in right-hand column) shall follow the requirements of subsection g. [BICYCLE PARKING SPACES SHALL MEET THE STANDARDS OF SUBSECTION 21.07.060F.15.]

a. Required bicycle parking or a sign leading thereto shall be located in an area visible from a primary entrance area. Required bicycle parking other than long-term bicycle parking shall be located within 50 feet of a primary entrance as measured along an accessible pedestrian route.

b. A required bicycle parking space shall be either a bike rack or bike locker. Each shall be a securely anchored, tamper-resistant structure. Bike racks shall allow the bike frame and one wheel to be locked to the rack with a standard U-type lock when both wheels are left on the bicycle. Bike racks shall support the bicycle frame

in a stable position without damage to the bicycle.
Horizontal bike racks (i.e., racks not mounted to walls)
shall support the bicycle at two or more points.

i. Bicycle rack tubing shall be a minimum of ¼ inch
diameter and maximum of 3-inch diameter.

ii. The topmost attachable portion of bicycle racks
shall be 25 inches to 40 inches in height.

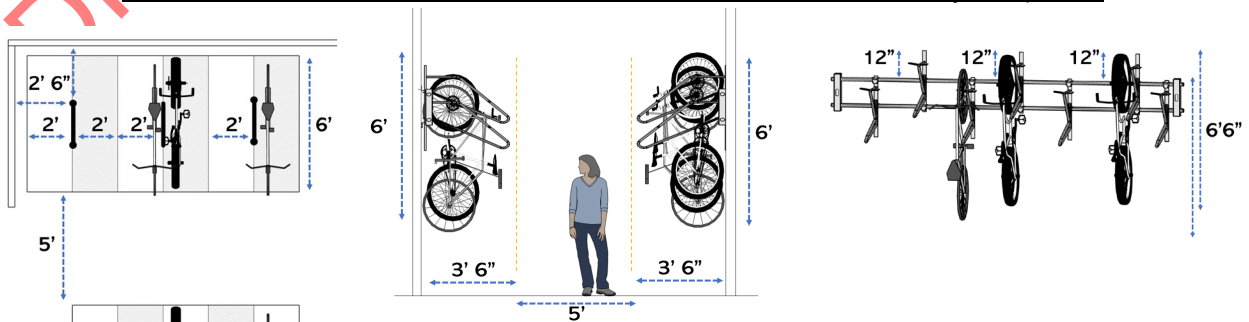
c. A required bicycle parking space shall be a minimum
of six feet long and two feet wide, with the following
exceptions:

i. Vertical bicycle parking spaces (securing the
bicycle perpendicular to the ground) shall be a
minimum of three feet six inches deep
measured from the wall and six feet six inches
tall. Vertical parking spaces placed side-by-side
shall be a minimum of one foot six inches wide,
with a vertical stagger of one foot between side-
by-side spaces, as shown in the first set of
figures below.

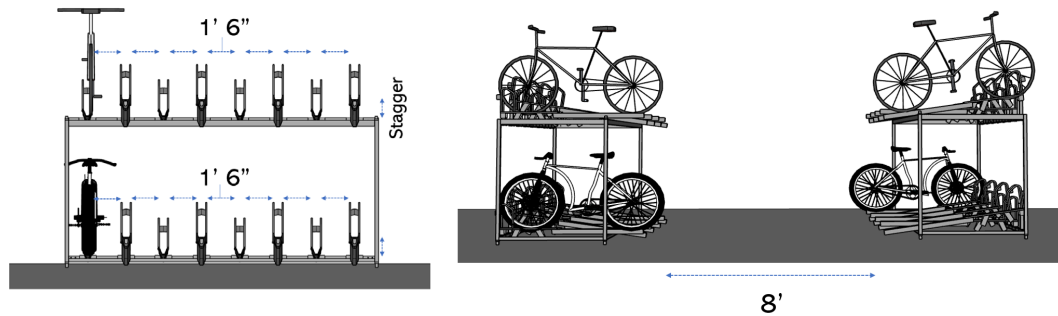
ii. Triangle bike locker layouts are exempt from the
two-foot minimum width however shall have a
minimum length of six feet six inches and
access doors at least two feet six inches wide.

iii. Stacked bike parking spaces (stacking bicycles
one tier on top of another) may meet the
alternative stacked dimensions in the bottom
figures provided there is a mechanically
assisted lifting mechanism for mounting the
bicycle on the upper tier.

Dimensions for Horizontal/Side-by-Side and Vertical/Wall-Mounted Bicycle Spaces:



Dimensions for Stacked Bicycle Spaces:



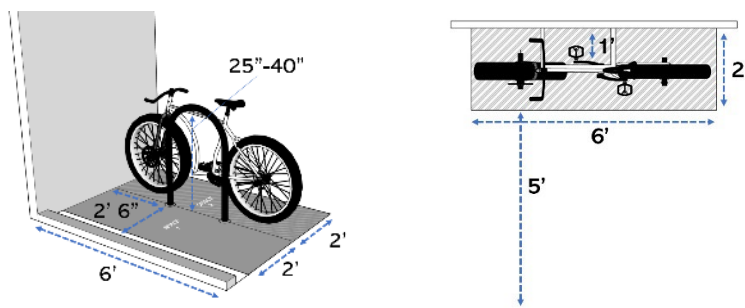
iv. Other deviations are permitted, per director approval, provided the applicant demonstrates the spaces meet the intent of the standard.

d. Bicycle parking spaces shall be designed so that the bicycle may be added or removed without having to move another bicycle.

i. There shall be a minimum of five feet of clear space inclusive of a walkway, behind the parking space to allow room for bicycle maneuvering.

ii. There shall be a minimum of two-foot six-inch clearance from all sides of the bicycle rack to walls, fences, curbs, and vehicle parking and circulation areas, or other obstructions, except for racks provided in iii.

iii. Horizontal bike parking spaces (securing the bicycle horizontal to the ground) with racks attached to walls shall have a minimum one-foot clearance from the rack to the wall, as shown in the second figure below. Vertical and stacked spaces have no required wall clearance.



e. Areas devoted to bicycle parking facilities shall be illuminated, hard-surfaced, and designed and maintained to be clear of obstructions, mud, and snow.

f. Bicycle parking shall not obstruct pedestrian walkways, building access, or other use areas.

g. A minimum of 30 percent of long-term spaces shall be level with the floor such that bicyclists do not have to lift a bicycle overhead to park it.

7. Development Standards for Long-Term Spaces. Long-term bicycle parking spaces are intended to accommodate bicyclists who typically need to store a bicycle overnight or for an entire work shift or school day. In addition to the standards in subsection 6., required long-term spaces shall comply with the following additional standards:

a. Long-term bicycle parking shall be located in illuminated restricted access, lockable rooms or enclosures providing protection from theft, vandalism, and weather. Bicycle lockers, covered bicycle cages, or a secure room inside a building are common examples.

b. Long-term bicycle parking spaces shall be located where bicyclists are not required to carry bicycles on stairs to access the parking.

c. Long-term bicycle parking spaces for residential uses with fewer than five dwellings may be located within dwelling units, provided each dwelling unit has at least one bike parking space. Bicycle parking in the dwelling shall be located in a closet or three-sided alcove which includes a rack and meets the development standards of subsection 21.07.090K.6. Long-term spaces shall not be located on a balcony, deck, or patio area accessory to an individual dwelling unit.

*** *** ***

(AO 2012-124(S), 2-26-13; AO 2013-117, 12-3-13; AO 2014-58, 5-20-14; AO 2015-82, 7-28-15; AO 2015-100, 10-13-15; AO 2015-131, 1-12-16; AO 2016-3(S), 2-23-16; AO 2017-55, 4-11-17; AO 2017-176, 1-9-18; AO 2019-132, 12-3-19; AO 2020-38, 4-28-20)

Section 3. Anchorage Municipal Code Section 21.11.070, Development and Design Standards, is hereby amended to read as follows (*the remainder of the chapter is not affected and therefore not set out*):

21.11.070 Development and Design Standards.

*** **

F. Off-Street Parking and Loading.

*** **

3. *Off-street parking loading design standards.* If off-street parking and/or loading is provided, it shall comply with all standards for off-street parking and loading in section 21.07.090. [, EXCEPT THAT:] Small and compact parking space dimensions specific to the DT districts are provided in section 21.07.090H.9.

[A. PERMANENT PARKING NOT LOCATED WITHIN A SETBACK FROM PROJECTED RIGHTS OF WAY MAY UTILIZE THE ALTERNATIVE PARKING ANGLE, STALL, AND AISLE DIMENSIONS OUTLINED IN TABLE 21.11-9. AN ALTERNATIVE PARKING SITE PLAN SHALL BE SUBMITTED AND APPROVED AS PART OF THE APPLICABLE LAND USE PERMIT PROCESS.

B. PERMANENT PARKING NOT LOCATED WITHIN A SETBACK FROM PROJECTED RIGHTS OF WAY MAY UTILIZE THE COMPACT PARKING ANGLE, STALL, AND AISLE DIMENSIONS OUTLINED IN TABLE 21.11-10, PROVIDED THE PARKING AREA IS USED EXCLUSIVELY FOR EMPLOYEE PARKING FOR PERIODS IN EXCESS OF FOUR CONSECUTIVE HOURS, AND NO MORE THAN 30 PERCENT OF THE TOTAL NUMBER OF SPACES IS DESIGNED FOR COMPACT CARS. AN ALTERNATIVE PARKING SITE PLAN SHALL BE SUBMITTED AND APPROVED AS PART OF THE APPLICABLE LAND USE PERMIT PROCESS.]

(Note to code revisor: Delete the following tables 21.11-9 and 21.11-10.)

1

[TABLE 21.11-9: ALTERNATIVE PARKING ANGLE, STALL, AND AISLE DIMENSIONS]

[PARKING ANGLE (DEGREES)]	[SPACE WIDTH]	[SPACE DEPTH (VEHICLE PROJECTION)]	[AISLE WIDTH 1-WAY]	[TYPICAL PARKING BAY WIDTH (MODULE)]	[INTERLOCK REDUCTION]	[OVERHANG ALLOWANCE]
[45]	[8' 4"]	[17' 4"]	[12' 3"]	[46' 11"]	[2' 0"]	[2' 0"]
[50]	[8' 4"]	[18' 0"]	[12' 9"]	[48' 9"]	[1' 10"]	[2' 1"]
[60]	[8' 4"]	[18' 10"]	[14' 3"]	[51' 11"]	[1' 4"]	[2' 3"]
[70]	[8' 4"]	[19' 2"]	[16' 1"]	[54' 5"]	[0' 10"]	[2' 5"]
[75]	[8' 4"]	[19' 0"]	[17' 6"]	[55' 6"]	[0' 8"]	[2' 6"]
[90]	[8' 4"]	[18' 0"]	[22' 6"]	[58' 6"]	[N/A]	[2' 8"]

[*THE 90-DEGREE PARKING ANGLE DIMENSIONS ASSUME A TWO-WAY TRAFFIC FLOW.]

2

[TABLE 21.11-10: COMPACT PARKING ANGLE, STALL, AND AISLE DIMENSIONS]

[PARKING ANGLE (DEGREES)]	[SPACE TYPE]	[SPACE WIDTH]	[SPACE DEPTH (VEHICLE PROJECTION)]	[AISLE WIDTH 1-WAY]	[TYPICAL PARKING BAY WIDTH (MODULE)]	[INTERLOCK REDUCTION]	[OVERHANG ALLOWANCE]
[45]	[CO]	[7' 7"]	[15' 2"]	[10' 9"]	[41' 1"]	[1' 6"]	[1' 6"]
	[STD]	[8' 4"]	[18' 4"]	[13' 0"]	[49' 8"]	[2' 0"]	[2' 3"]
[50]	[CO]	[7' 7"]	[15' 8"]	[11' 2"]	[42' 6"]	[1' 4"]	[1' 7"]
	[STD]	[8' 4"]	[19' 2"]	[13' 6"]	[51' 0"]	[2' 0"]	[2' 4"]
[60]	[CO]	[7' 7"]	[16' 4"]	[12' 6"]	[45' 2"]	[1' 0"]	[1' 8"]
	[STD]	[8' 4"]	[20' 0"]	[15' 0"]	[55' 0"]	[1' 6"]	[2' 6"]
[70]	[CO]	[7' 7"]	[16' 5"]	[14' 1"]	[46' 11"]	[0' 8"]	[1' 10"]
	[STD]	[8' 4"]	[20' 4"]	[17' 0"]	[57' 8"]	[1' 0"]	[2' 8"]
[75]	[CO]	[7' 7"]	[16' 6"]	[16' 4"]	[49' 11"]	[0' 6"]	[1' 10"]
	[STD]	[8' 4"]	[20' 2"]	[18' 0"]	[58' 4"]	[0' 9"]	[2' 9"]
[90*]	[CO]	[7' 7"]	[15' 6"]	[19' 0"]	[50' 0"]	[N/A]	[2' 0"]
	[STD]	[8' 4"]	[19' 0"]	[23' 0"]	[61' 0"]	[N/A]	[3' 0"]

[CO: COMPACT CAR.] [STD: STANDARD CAR.]

[*THE 90-DEGREE PARKING ANGLE DIMENSIONS ASSUME A TWO-WAY TRAFFIC FLOW.]

*** *** ***

(AO 2020-38, 4-28-20; AO 2020-93, 10-1-20)

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Section 4. Anchorage Municipal Code Chapter 21.15, Rules of Construction and Definitions, is hereby amended to read as follows (*the remainder of the chapter is not affected and therefore not set out*):

21.15.040 Definitions.

*** **

Car-Share Program

A membership program that offers an alternative to car ownership under which persons or entities that become members are permitted to use vehicles from a fleet on an hourly basis, or in smaller intervals. Vehicles are available for pick-up by eligible members 24 hours per day. Automobile insurance and maintenance are covered by the car share program and individual members pay for usage and mileage fees.

*** **

Parking Cash-Out

A program offered by an employer that provides employees with a choice of foregoing any subsidized/free parking for a cash payment equivalent to the cost of the parking space to the employer[ALLOWING COMMUTERS TO CHOOSE CASH INSTEAD OF A FREE PARKING SPACE. FOR EXAMPLE, A COMMUTER WHO IS OFFERED A PARKING CASH-OUT MIGHT BE ABLE TO CHOOSE TO RECEIVE \$50 PER MONTH IN CASH IF THEY USE AN ALTERNATIVE MODE BESIDES A SINGLE-OCCUPANCY VEHICLE].

[PARKING DISTRICT, MUNICIPALLY RECOGNIZED AN AREA RECOGNIZED OR DESIGNATED BY THE MUNICIPAL ASSEMBLY IN WHICH A CENTRAL AUTHORITY SUCH AS AN AREA IMPROVEMENT DISTRICT OR A PARKING AUTHORITY SUPPLIES ONE OR MORE CENTRALIZED PARKING FACILITIES, MANAGES THE PARKING SUPPLY AND/OR IMPLEMENTS OTHER PARKING MANAGEMENT STRATEGIES TO SERVE THE AREA, RATHER THAN EACH INDIVIDUAL DEVELOPMENT SITE HAVING TO SUPPLY ALL OF ITS OWN PARKING.]

*** **

Parking, Unbundled

Parking spaces that are leased or sold separately from the rental or purchase fees for the dwelling units or building floor area rather than included in the rental or purchase fees, such that potential tenants or buyers have the option of renting or buying a dwelling unit or building floor area at a lower price with fewer or no parking spaces. The rental or purchase of a parking space is at the discretion and direct cost of the tenant or buyer [PARKING RENTED AND SOLD SEPARATELY FROM BUILDING SPACE, SO OCCUPANTS ONLY PAY FOR THE AMOUNT OF PARKING THEY WANT].

*** **

Ride Hailing Services

A business that matches passengers with for-hire personal vehicles with drivers using software applications. Ride hailing services are different from other for-hire vehicles with drivers, such as taxicabs, in that they are not hailed from the street.

*** *** ***

(AO 2012-124(S), 2-26-13; AO 2013-117, 12-3-13; AO 2014-132, 11-5-14; AO 2015-82, 7-28-15; AO 2015-100, 10-13-15; AO 2015-138, 1-12-16; AO 2015-133(S), 2-23-16; AO 2015-142(S-1), 6-21-16; AO 2016-3(S), 2-23-16; AO 2016-144(S), 12-20-16; AO 2017-55, 4-11-17; AO 2017-75, 5-9-2017; AO 2018-12, 2-27-18; AO 2018-67(S-1), 10-9-18; AO 2018-92, 10-23-18; AO 2019-132, 12-2-19; AO 2020-38, 4-28-20)

Section 5. Anchorage Municipal Code of Regulations Section 21.20.007, Schedule of Fees - Miscellaneous Fees, is hereby amended to read as follows (*the remainder of the chapter is not affected and therefore not set out*):

21.20.007 Schedule of Fees – Miscellaneous Fees

The following fees shall be paid for the services described:

*** *** ***

***	***	***
H.	New and revised parking layouts:	
	1. Site plan review only	\$415.00
	2. Complete site plan review:	
	a. 1[0]-10 spaces	\$415.00 plus \$16.50 per space
	b. 11—50 spaces	\$515.00 plus \$12.50 per space
	c. 51—200 spaces	\$620.00 plus \$8.25 per space
	d. 201—1,000 spaces	\$1,035.00 plus \$2.05 per space
	e. 1,001 + spaces	\$1,240.00 plus \$1.05 per space
I.	<u>Agreements with the Municipality</u>	
	Parking or[AND] access agreement[S]	\$235.00 per agreement
H[I].	Sign permits:	
***	***	***

*** *** ***

(GAAB 21.05.090; AO No. 77-407; AR No. 78-12; AR No. 79-55; AO No. 82-49; AR No. 83-96; AR No. 83-289(S); AR No. 86-63; AR No. 86-263; AR No. 87-315; AO No. 87-154(S); AR No. 90-151; AR No. 93-327(S), § 1, 2-22-94; AO No. 2001-145(S-1), § 23, 12-11-01; AO No. 2003-97, § 3, 9-30-03; AO No. 2003-152S, § 25, 1-1-04; AO No. 2004-1, § 4, 1-1-03; AR No. 2006-137, § 1, 6-6-06; AR No. 2008-134, § 4, 7-29-08; AO No. 2013-100, § 16, 1-1-14; AO No. 2018-100(S), § 15, 1-1-19; AO No. 2019-116(S), § 11, 1-1-20)

Authority—Anchorage Municipal Code 3.40, 21.20.050; AO No. 77-407.

Section 6. This ordinance shall become effective 60 calendar days after passage and approval by the Assembly.

PASSED AND APPROVED by the Anchorage Assembly this ____ day of _____, 2022.

Chair

ATTEST:

Municipal Clerk

(Planning and Zoning Commission Case No. 2022-0026)



MUNICIPALITY OF ANCHORAGE

Assembly Information Memorandum

No. AIM 219-2022

Meeting Date: November 22, 2022

From: ASSEMBLY MEMBERS VOLLAND, CROSS AND DUNBAR

Subject: AN ORDINANCE OF THE ANCHORAGE MUNICIPAL ASSEMBLY AMENDING ANCHORAGE MUNICIPAL CODE TITLE 21 CHAPTERS 21.04, ZONING DISTRICTS; 21.07, DEVELOPMENT AND DESIGN STANDARDS; 21.11, DOWNTOWN; 21.15, RULES OF CONSTRUCTION AND DEFINITIONS, AND AMENDING ANCHORAGE MUNICIPAL CODE OF REGULATIONS SECTION 21.20.007, SCHEDULE OF FEES, IN ORDER TO AMEND THE OFF-STREET PARKING AND SITE ACCESS DEVELOPMENT STANDARDS AND ACHIEVE COMPREHENSIVE PLAN GOALS FOR INFILL AND REDEVELOPMENT, HOUSING, AND ACCESSIBLE LAND USE.

The AARP Alaska has provided the attached letter of support of the proposed ordinance for the Assembly's consideration on this matter.

Prepared by: Shelley Rowton, Legislative Services

Respectfully submitted: Daniel Volland, Assembly Member
District 1, North Anchorage

Kevin Cross, Assembly Member
District 2, Eagle River/Chugiak

Forrest Dunbar, Assembly Member
District 5, East Anchorage

Attachment



3601 C Street #1420 | Anchorage, AK 99503
1-866-227-7447 | aarp.org/AK | alaska@aarp.org
facebook.com/aarpak | [twitter: @aarpalaska](https://twitter.com/aarpalaska)

November 11, 2022

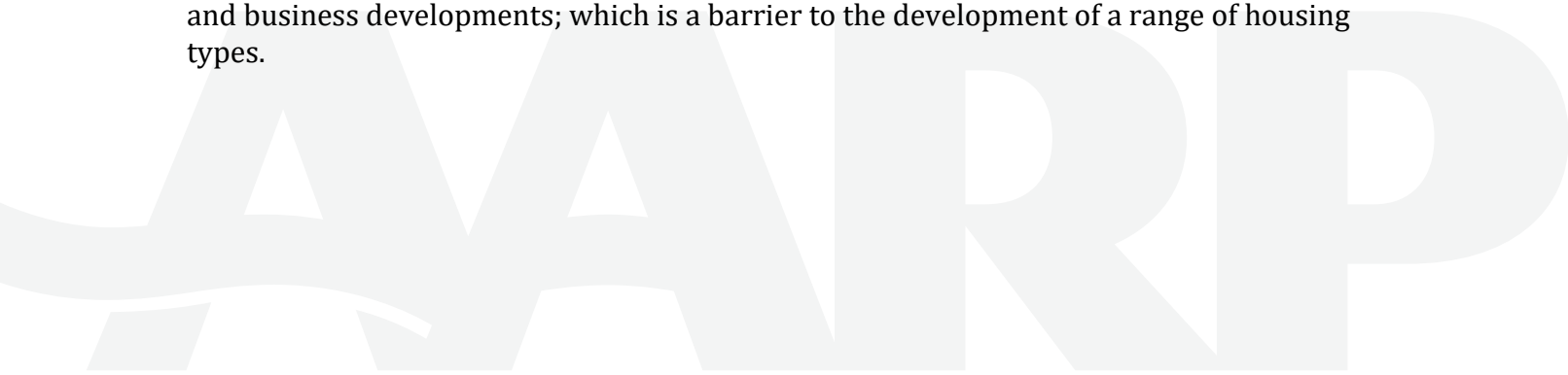
Dear Anchorage Assembly Members and Mayor Bronson:

Age-friendly communities consider the needs of people at all life stages. Age-friendly communities benefit everyone, including residents and visitors to our city. Age-Friendly initiatives make communities safer and easier to live healthfully, get around, and engage in community life. We know Anchorage needs to make changes to our land use rules to promote construction of critically needed housing as well as to make Anchorage a safer and more walkable community. AARP Alaska supports the proposed changes in AO 2022-80(S) as one step toward an Age Friendly Anchorage.

Anchorage is experiencing a housing shortage because of demographic changes and a lack of new housing supply, especially mid-level housing and multi-unit housing. The housing crunch is a growing problem for Alaska, which has the fastest growing senior population in the country per capita. Parking spaces are expensive to build and contribute to higher rents and housing prices. AO 2022-80(S) will allow developers to build adequate parking, without overbuilding to meet the code requirements.

Currently, the Title 21 zoning code requires parking minimums based on lot use type. While Title 21 provides options to reduce parking requirements, the code requires discretionary approval which is difficult to obtain. Also, the zoning code only requires bike parking for lots with more than 40 car parking spaces. AO 2022-80(S) will eliminate car parking requirements for the entire municipality, leaving decisions about how much parking is needed to the developer or builder. AARP Alaska also strongly supports the amendment to accessible parking ratios when parking is provided, based on current prevalence of mobility disabilities.

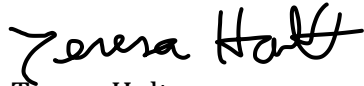
The changes in AO 2022-80(S) also support the overarching aims of the 2040 Comprehensive Plan. AARP Alaska is especially interested in supporting Goal 4 of the 2040 Plan, which establishes Anchorage's neighborhoods as the targets for a range of housing options to meet the needs of residents of all income levels and household types. AO 2022-80(S) will be a foundational step in working toward creation of needed housing given that off-street parking minimums and driveway access standards are often the costliest and most land-consuming zoning requirements for multi-unit housing, mixed-use properties, and business developments; which is a barrier to the development of a range of housing types.



We urge the Assembly and Mayor to support lifting parking mandates through AO 2022-80(S). We applaud Anchorage for taking this important step to address the housing shortage and create safer more walkable streets.

Thank you for your time and consideration.

Sincerely,

A handwritten signature in black ink that reads "Teresa Holt". The signature is written in a cursive, flowing style.

Teresa Holt
AARP Alaska State Director



MUNICIPALITY OF ANCHORAGE

Assembly Information Memorandum

No. AIM 220-2022

Meeting Date: November 22, 2022

From: ASSEMBLY MEMBERS VOLLAND, CROSS AND DUNBAR

Subject: AN ORDINANCE OF THE ANCHORAGE MUNICIPAL ASSEMBLY AMENDING ANCHORAGE MUNICIPAL CODE TITLE 21 CHAPTERS 21.04, ZONING DISTRICTS; 21.07, DEVELOPMENT AND DESIGN STANDARDS; 21.11, DOWNTOWN; 21.15, RULES OF CONSTRUCTION AND DEFINITIONS, AND AMENDING ANCHORAGE MUNICIPAL CODE OF REGULATIONS SECTION 21.20.007, SCHEDULE OF FEES, IN ORDER TO AMEND THE OFF-STREET PARKING AND SITE ACCESS DEVELOPMENT STANDARDS AND ACHIEVE COMPREHENSIVE PLAN GOALS FOR INFILL AND REDEVELOPMENT, HOUSING, AND ACCESSIBLE LAND USE.

The Municipality's Planning Department has provided the attached memorandum detailing the applicability of the S-versions bicycle parking standards to existing buildings for the Assembly's consideration on this matter.

Prepared by: Shelley Rowton, Legislative Services
Respectfully submitted: Daniel Volland, Assembly Member
District 1, North Anchorage

Kevin Cross, Assembly Member
District 2, Eagle River/Chugiak

Forrest Dunbar, Assembly Member
District 5, East Anchorage

Attachment



Municipality of Anchorage

Planning Department

Memorandum



Date: November 2, 2022

To: Daniel Volland

From: Planning Department staff

Subject: Applicability of Amended Bicycle Parking Requirements to Existing Buildings

This memorandum follows up on the question regarding how changes in Title 21 development standards apply to existing buildings, as discussed at the 10/24/2022 parking ordinance S-version working group meeting. For example, how would the amended bicycle parking standards apply to developments that are simply changes of use type or modifying existing buildings?

AO 2022-80(S) amends the current bicycle parking requirement by requiring a minimum of two bike spaces (e.g., one U-shaped bike rack) for most developments. It increases the number of required bicycle parking spaces for larger developments. It also requires a percentage of required bike spaces to be secure, sheltered *long-term* (i.e., employee or resident) bike parking. A development scenario of interest is a change of use in an existing commercial building that may not have enough front outdoor space available to accommodate the addition of bike racks.

Consultation with Land Use Review staff confirms the initial response from Planning staff on 10/24. Existing buildings have legal nonconforming rights. Per Title 21 subsection 21.13.060B., *Parking Out of Compliance*, if a change of use or a building expansion does not result in an increase in the bike parking requirement, then no new bike spaces will be required, provided the property has legal nonconforming rights for the lack of required bike spaces.

For example, existing uses will have non-conforming rights to not provide the two required bike spaces. When there is a change of use or building expansion, such as to a different tenant or a somewhat larger building size that is also required to have two bike spaces, the property will continue to have non-conforming rights for the lack of two spaces. Title 21 treats the property as if the two required bike spaces already exist and would not require any additional bike spaces.

If a change of use or building expansion results in an increase in the number of required bike spaces, then the number of bike spaces related to the increase must be provided. For example, if an office, health service, or retail establishment expands from 10,000 to 20,000 square feet of building floor area, the bicycle parking requirement will increase by 2 bike spaces (e.g., one U-shaped bike rack), from 2 to 4 spaces total. Such a development project continues to have nonconforming rights for the lack of two spaces and will be required to provide only the additional 2 bike spaces related to the 10,000 square-foot building expansion.

For projects of this size, a bike space is easier to add than an automobile parking space. However, if adding a bike space presents a practical difficulty on a particular site, then AO 2022-80(S) subsection 21.07.090K.4., *Administrative Adjustments*, provides for administrative relief without need for a Variance or fee.



MUNICIPALITY OF ANCHORAGE

Assembly Information Memorandum

No. AIM 224-2022

Meeting Date: November 22, 2022

From: ASSEMBLY MEMBERS VOLLAND, CROSS AND DUNBAR

Subject: AN ORDINANCE OF THE ANCHORAGE MUNICIPAL ASSEMBLY AMENDING ANCHORAGE MUNICIPAL CODE TITLE 21 CHAPTERS 21.04, ZONING DISTRICTS; 21.07, DEVELOPMENT AND DESIGN STANDARDS; 21.11, DOWNTOWN; 21.15, RULES OF CONSTRUCTION AND DEFINITIONS, AND AMENDING ANCHORAGE MUNICIPAL CODE OF REGULATIONS SECTION 21.20.007, SCHEDULE OF FEES, IN ORDER TO AMEND THE OFF-STREET PARKING AND SITE ACCESS DEVELOPMENT STANDARDS AND ACHIEVE COMPREHENSIVE PLAN GOALS FOR INFILL AND REDEVELOPMENT, HOUSING, AND ACCESSIBLE LAND USE.

The Roadmap to a Vital and Safe Anchorage (RVSA) Leadership Group has provided the attached letter of support of the proposed ordinance AO 2022-80(S) for the Assembly's consideration on this matter.

Prepared by: Shelley Rowton, Legislative Services
Respectfully submitted: Daniel Volland, Assembly Member
District 1, North Anchorage

Kevin Cross, Assembly Member
District 2, Eagle River/Chugiak

Forrest Dunbar, Assembly Member
District 5, East Anchorage

Attachment

Roadmap to a Vital and Safe Anchorage

[Roadmap to a Vital and Safe Anchorage - Anchorage Chamber](#)

November 15, 2022

District 1

Daniel Volland
Christopher Constant

District 4

Felix Rivera
Meg Zaletel

District 2

Jamie Allard
Kevin Cross

District 5

Pete Peterson
Forrest Dunbar

District 3

Kameron Perez-Verdia
Austin Quinn-Davidson

District 6

Suzanne LaFrance
Randy Sulte

Dear Assemblymembers:

The Roadmap to a Vital and Safe Anchorage (RVSA) supports the policy changes in AO 2022-80(S) to eliminate car parking requirements for the entire municipality.

The Roadmap to a Vital and Safe Anchorage was born out of a need to make Anchorage more resilient and sustainable. Businesses, non-profit organizations, and industry leaders grabbed hold of this call to action and began the process of developing a plan focused on implementation, execution, and clearly defined results.

Throughout February 2021, over 110 business, non-profit, and organization leaders gathered four times to develop the Vision, Barriers, Strategic Actions and begin focused implementation of the Roadmap to a Vital and Safe Anchorage.

Our Vision is:

As a result of our actions, the Municipality of Anchorage's economy will be open, thriving, and diverse.

Our economy supports and is supported by capitalizing on our place, education and workforce development, government stability, and public/private partnerships. Our economy is underpinned by a focus on public welfare, access to housing and childcare, strong planning, and accessibility and equity for all.

As part of the planning process, the group identified the barriers to the established Vision. Two of the primary barriers to the Vision identified were:

- Anchorage's lack of a strong identity and vibrant Downtown, and
- Neglecting to invest in the infrastructure needed for growth.

This new ordinance will help Anchorage move toward the vision established by the participants of the RVSA so we ask that you please vote to in favor of this change.

RVSA Statement of Support

We know Anchorage needs to make changes to our land-use rules to make it easier and cheaper per unit to build housing, start and grow businesses. It also benefits everyone, including residents and visitors to our city, to make it safer and easier to walk, cycle and choose to travel without a car. We support the common-sense changes in AO 2022-80(S) as one big step toward being able to build our city in ways that will make it a better place to live. This ordinance change will positively impact three key areas:

- **Business:**

- RVSA believes that there is a need for activation and beautification of Downtown Anchorage. This includes supporting changes like AO 2022-80(S) for improving infrastructure, incentivizing housing development, and more.
- The current zoning code requires businesses in Anchorage to build excessive car parking. If a business doesn't want to provide additional parking, they need the municipality's approval. This approval process is expensive and time-consuming. This prevents new businesses from starting and existing businesses from expanding.
- Anchorage should make it as easy as possible for people to start and expand businesses.

- **Housing:**

- Parking spaces are expensive to build and contribute to higher rents and housing prices. AO 2022-80(S) will allow developers to build adequate parking, but they won't be forced to overbuild parking.
- There is a need to create new downtown housing at all levels of affordability and land tenure in order to build a vibrant and economically successful downtown.

- **Quality of Life:**

- Rethinking how we build our city, and how much we make it most convenient for cars, will make Anchorage a safer and more desirable place to live.
- Abundant, high-quality parking in Anchorage will encourage people to bike around town more often, thus contributing to the municipality's climate and safety goals.
- Many cities are investing in trail systems, bike and pedestrian infrastructure, removing cars from streets to create public plazas, and finding other ways to bring life back to commercial areas, neighborhoods and other spaces.

We urge the Assembly and Mayor to support lifting parking mandates through AO 2022-80(S). We applaud Anchorage for taking this important step to improve bike infrastructure and address the housing shortage. Anchorage will be joining a growing number of cities and states in the United States, modernizing their zoning codes by adding bike parking and removing car parking minimums.

RVSA Leadership Group:

Bruce Bustamante, Anchorage Chamber of Commerce

Silvia Villamides, Alaska Hospitality Retailers

Debbie Rinckey, Chugiak Eagle River Chamber of Commerce

Julie Saupe, Visit Anchorage

Bill Popp, Anchorage Economic Development Corporation



MUNICIPALITY OF ANCHORAGE

ASSEMBLY INFORMATION MEMORANDUM

No. AIM 229-2022

Meeting Date: November 22, 2022

FROM: MAYOR

SUBJECT: TRANSMITTAL OF A RESOLUTION OF THE AMATS BICYCLE & PEDESTRIAN ADVISORY COMMITTEE REGARDING AO NO. 2022-80(S).

This AIM transmits AMATS BPAC No. 2022-01, which provides the committee's support for AO No. 2022-80(S).

Prepared by: Aaron Jongenelen, AMATS Coordinator
Planning Department

Approved by: Craig H. Lyon, Planning Director

Concur: Lance Wilber, Acting Community Development Director

Concur: Amy Demboski, Municipal Manager

Respectfully submitted: Dave Bronson, Mayor

Attachment: AMATS BPAC Resolution No. 2022-01



METROPOLITAN PLANNING ORGANIZATION
4700 Elmore Road
Anchorage, Alaska 99507

**ANCHORAGE, ALASKA
BPAC Resolution No. 2022-01**

A RESOLUTION OF THE AMATS BICYCLE & PEDESTRIAN ADVISORY COMMITTEE REGARDING

AO No. 2022-80(S): AN ORDINANCE OF THE ANCHORAGE MUNICIPAL ASSEMBLY AMENDING ANCHORAGE MUNICIPAL CODE TITLE 21 CHAPTERS 21.04, ZONING DISTRICTS; 21.07, DEVELOPMENT AND DESIGN STANDARDS; 21.11, DOWNTOWN; 21.15, RULES OF CONSTRUCTION AND DEFINITIONS, AND AMENDING ANCHORAGE MUNICIPAL CODE OF REGULATIONS SECTION 21.20.007, SCHEDULE OF FEES, IN ORDER TO AMEND THE OFF-STREET PARKING AND SITE ACCESS DEVELOPMENT STANDARDS AND ACHIEVE COMPREHENSIVE PLAN GOALS FOR INFILL AND REDEVELOPMENT, HOUSING, AND ACCESSIBLE LAND USE.

WHEREAS, the function of the AMATS Bicycle & Pedestrian Advisory Committee is to assist in promoting public participation in the bicycle and pedestrian planning process and to comment on bicycle and pedestrian planning issues; and

WHEREAS, much of Anchorage's built environment has been optimized for the use of privately owned motorized vehicles and freight, disadvantaging other modes of transportation; and

WHEREAS, de-centering cars in the built environment would support adopted Anchorage policy in the *Anchorage 2040 Land Use Plan*, *AMATS 2040 Metropolitan Transportation Plan*, *AMATS Non-Motorized Plan (2022)*, and *Anchorage Climate Action Plan (2019)* in promoting bicycling, walking, and riding the bus, by balancing the convenience of multiple modes and allowing for denser development; and

WHEREAS, improvements to the availability and utility of facilities provided for bicycling and walking would further promote the use of those transportation modes; and

WHEREAS, availability of bike parking facilities, including outdoor racks that are ideal for short-term use of an hour or two as well as secure storage such as a locked cage that is ideal for long-term use of several hours or more, is currently inadequate in Anchorage and limits the use of bicycling as a mode of transportation; and

WHEREAS, AO 2022-80(S) removes the minimum requirements currently in Title 21 for the amount of car parking to be built with new development and substantial redevelopment, thus allowing developers and property owners to right-size their car parking to each property; and

WHEREAS, AO 2022-80(S) adds requirements to build short-term and long-term bike parking, including suitable specifications to ensure bike parking facilities are usable and secure, thus beginning to fill the gap between demand and availability of bike parking; and

WHEREAS, the bike parking requirements in AO 2022-80(S) are considerably more space-efficient, more flexible, and less costly than current car parking requirements, thus facilitating new development that includes bike parking; and



METROPOLITAN PLANNING ORGANIZATION
4700 Elmore Road
Anchorage, Alaska 99507

WHEREAS, AO 2022-80(S) would require outdoor bike racks (at least 2 bike parking spaces) for all new development and substantial redevelopment, but would require secure storage only for larger properties (for example, >4 housing units for multifamily dwellings or >10,000 sq ft of retail space); the requirement would not take effect until January 1, 2024; and existing properties that do not undergo a change of use will not be required to add bike parking; so the changes would improve bike parking availability but not represent an undue burden on development.

NOW THEREFORE:

THE AMATS BICYCLE & PEDESTRIAN ADVISORY COMMITTEE RESOLVES:

To express support for AO 2022-80(S) in revising code for new development and substantial redevelopment, including removing minimum requirements to build car parking and adding requirements to build short-term and long-term bicycle parking with appropriate specifications.

PASSED AND APPROVED by the AMATS Bicycle & Pedestrian Advisory Committee this 16th day of November, 2022.



Darrel Hess, BPAC Chair



MUNICIPALITY OF ANCHORAGE

Assembly Information Memorandum

No. AIM 230-2022

Meeting Date: November 22, 2022

From: ASSEMBLY MEMBERS VOLLAND, CROSS AND DUNBAR

Subject: AN ORDINANCE OF THE ANCHORAGE MUNICIPAL ASSEMBLY AMENDING ANCHORAGE MUNICIPAL CODE TITLE 21 CHAPTERS 21.04, ZONING DISTRICTS; 21.07, DEVELOPMENT AND DESIGN STANDARDS; 21.11, DOWNTOWN; 21.15, RULES OF CONSTRUCTION AND DEFINITIONS, AND AMENDING ANCHORAGE MUNICIPAL CODE OF REGULATIONS SECTION 21.20.007, SCHEDULE OF FEES, IN ORDER TO AMEND THE OFF-STREET PARKING AND SITE ACCESS DEVELOPMENT STANDARDS AND ACHIEVE COMPREHENSIVE PLAN GOALS FOR INFILL AND REDEVELOPMENT, HOUSING, AND ACCESSIBLE LAND USE.

A coalition of business and community leaders led by Bike Anchorage and AKPIRG has provided the attached letter of support of the proposed ordinance AO 2022-80(S) for the Assembly's consideration on this matter.

Prepared by: Shelley Rowton, Legislative Services

Respectfully submitted: Daniel Volland, Assembly Member
District 1, North Anchorage

Kevin Cross, Assembly Member
District 2, Eagle River/Chugiak

Forrest Dunbar, Assembly Member
District 5, East Anchorage

Attachment

November 18, 2022

To: Christopher Constant, Daniel Volland, Jamie Allard, Kevin Cross, Kameron Perez-Verdia, Austin Quinn-Davidson, Felix Rivera, Meg Zaletel, Pete Peterson, Forrest Dunbar, Suzanne LaFrance, Randy Sulte

Re: Lifting Parking Mandates with AO 2022-80(S)

Anchorage has a parking problem.

Decades of public policy that have put cars first have paved over huge swaths of our city. Yet even amid a sea of half-empty parking lots, Anchorage's current zoning code requires us to build even more parking. AO 2022-80(S) would repeal these excessive and arbitrary parking mandates, which would allow Anchorage to start more local businesses and build more housing.

Parking requirements increase construction costs, spread communities further apart, and decrease the amount of land available to invest in what we actually care about: places for people to live, work, and gather. It's time to flip our priorities, and put people ahead of these arbitrary parking ratios.

Buildings that do not meet current parking minimums already exist in our neighborhoods, as do parking lots that never use all the spaces that Title 21 requires. There simply is no golden ratio of parking that could accommodate all the cars at the busiest restaurant on Saturday night without blocking other restaurants from opening at all. Given the tradeoff, we think Anchorage would be a more healthy, resilient, and connected city with an abundance of homes and businesses rather than vacant lots.

We urge the Assembly to vote yes on AO 2022-80(S) to return flexibility to homebuilders and businesses who are in the best position to determine their own parking needs. This change to Title 21 would simplify the development code and would apply equally to the whole city. The modest requirement for new buildings to have some bike parking is a fraction of the cost and space required for even one car parking spot. This shift in policy will gradually increase the options available to get around without a car for those who want to.

Downtown Anchorage already fully lifted parking mandates, but that hasn't prevented new housing from providing off-street parking for residents. Nor has it resulted in a sudden shortage of parking downtown.

Removing parking minimums is one of the easiest ways a jurisdiction can legalize reuse of existing buildings and lower barriers to needed housing construction. That's why all over the country small towns to big cities are repealing parking requirements. We applaud the Anchorage Assembly for working on this ordinance which will create more opportunities for the people of Anchorage to thrive.

Signed By,

November 18, 2022

Devora Barrera Gonzalez, Bike Anchorage Director

Emily Weiser, Bike Anchorage President

Graham Downey, AKPIRG

Mélisa Babb

Kevin Berry

Anna Brawley

Matthew Chase

Glo Chitwood

Lindsey Hajduk

Bennett Norman

Jacob Powell

Mikhail Siskoff

Jenny Starrs

Donovan Russoniello

Guy Burk